



FREE WHEELING 10TH ADVANTAGE.

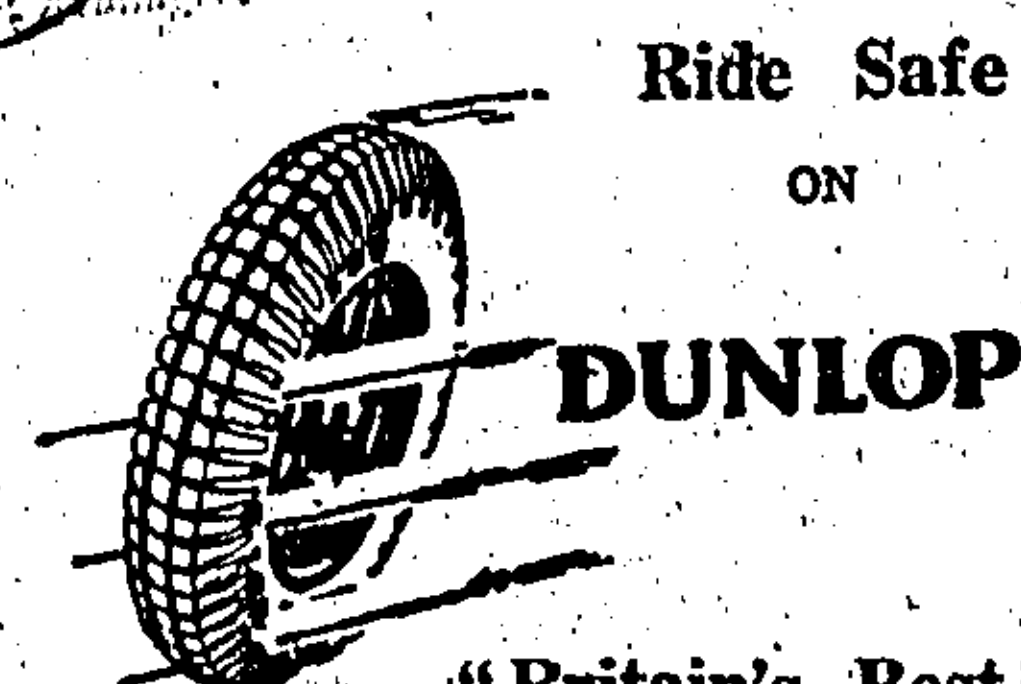
If desired, the gear box can be used like a conventional type for all four gear positions.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

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Local Branch. Pedder Bldg. Tel. 24554.

THE ELECTION MANIFESTO

PREMIER'S "APPEAL TO THE NATION"

A FREE HAND

NATIONAL UNITY IS MOST ESSENTIAL TO-DAY.

JOHN BULL TO SEE IT THROUGH

Rugby, Yesterday.
At the beginning of the Election Campaign the Prime Minister has issued an "Appeal to the Nation" as follows:—

"The present National Government was formed in haste to meet swiftly an approaching crisis. It stopped borrowing, imposed economy, and balanced the Budget. World conditions and internal financial weakness, however, made it impossible for Government to achieve its immediate object. Sterling came off gold, and the country must now go through a period of recovery and readjustment during which steps of the utmost importance, nationally and internationally, must be taken to secure stability and avoid a recurrence of the recent troubles. A monetary policy which will establish sterling in confidence, and the authority of international agreements which will remove some of the most fruitful causes of our economic misfortunes—like war debts and reparations—from which the whole world now suffers so grievously, and plans to change any adverse into a favourable balance of trade will have to be set going without delay.

Unemployment Problem.
"In the background of this work, and studied at every point in connection with it, must be the question of unemployment, especially in its most important aspect of finding work by expansion of markets, both at home and abroad. Government will have to come to grips with a great variety of problems and apply, confident of general national support, its decisions regarding them. These are times of exceptional urgency and exceptional conditions which demand exceptional treatment.

No Shackles for Government.
"As it is impossible to foresee, in the changing conditions of to-day, what may arise, none can set out a programme in detail on which specific pledges can be given. Government must, therefore, be free to consider every proposal likely to help, such as tariffs, expansion of exports and contraction of imports, commercial treaties and mutual economic arrangements with the Dominions. It must watch how the devaluation of money and the economies which had to be made to balance the Budget affect the lives of our people, and take every step which can be made effective to protect them against exploitation. It must be made plain, however, that whilst every thing possible will be done to

meet hardship the Budget must not be allowed to slip into deficits. The possibility of home and imperial development in all its aspects must be studied.

Co-operation.
"Government is to be comprehensive national and not sectional in the obligations which it is to keep before it. In these days of transition and uncertainty we must all pull together and by our co-operation now strive to put a new spirit of energy and hope into our people. Whilst our present conditions last these things cannot be done by political parties fighting a partisan battle on platforms and in Parliament. But they must not involve loss of political identity, because the immediate tasks are temporary and when finished will be followed by normal political activities. They do mean, however, willing co-operation between all political parties acting together through their representatives and shouldering a joint responsibility for discussion, examination and action.

National Unity Essential.
"National unity through the co-operation of parties—all parties by preference, if that were possible—is as essential now as it was in August. In August a combination had to be improvised hurriedly, both as regards Government and its supporting parties and groups in Parliament. Now, with these prospects before us, and so many world indications of uncertainty still threatening, it is essential that the nation's support of Government policy is placed beyond the shadow of doubt. Parliament has to be endowed with fresh life and mandates. So an Election is unavoidable. The working of Parliamentary institutions of democratic responsibility and of constitutional practice demands it. The Election, of the result of which there must be no uncertainty, is also necessary to demonstrate to the whole world the determination of the British people to stand by each other in times of national difficulty and support any measures required for placing themselves and their credit in an unassailable position. That is the basis of every security which our people have.

See it Through.
"In August we won the admiration of the world by our instant subordination of party politics to national interests. Let us now prove we are determined to see the matter through until we have brought the country out beyond these cloudy days into clearer and more tranquil times."—British Wireless Service.

DETERMINED TO FIND A SOLUTION.

India's Communal Problem.

Rugby, Yesterday.
The Informal Conciliation Committee of the Round Table Conference which is attempting to find a solution of the Indian communal problem met at St. James' Palace again to-day and adjourned until 11 p.m. when it intended to sit throughout the night, if necessary, in an endeavour to reach a settle-

ment prior to the meeting to-morrow morning of the Minorities Committee. Mr. Gandhi will then report the result of these informal discussions.—British Wireless Service.

They Fall.
London, To-day.
The week-long efforts by a small committee of twenty Indian members of the Round Table Conference, under the presidency of Mr. Gandhi, to settle by conciliation the conflicting claims of Hindus, Moslems and other communities, which was holding up the work of the Conference has ended in failure.—Reuter.

SINO-JAPANESE DISPUTE.

U.S. Decide to Investigate.

CHINA'S REQUEST.

Washington, Yesterday.
In conformity with the Chinese Government's request the United States Government has appointed representatives to visit the scene of the Sino-Japanese dispute in Manchuria and report on the situation.—Reuter's American Service.

CHINESE ALLEGATIONS.

Japanese Removing Munitions from Mukden.

Peking, Yesterday.
According to telegrams received by Chang Hsueh-liang's headquarters, five trains loaded with munitions reached Kusu on October 2, and Japanese troops accompanying them confined the station staff while a hundred Mongol carts unloaded the munitions and carried them off to the Mongol chiefs in Inner Mongolia. Similar cargoes arrived on October 3, at a small station near Taonan, and were despatched to Tahao, where a thousand Mongol troops are encamped, headed by thirty Mongol returned students from Japan.

It is also alleged that the Mongol Princes and troops are concentrated at Chengchiatun, preparing to declare independence and march on Chengchiatun. They are also being supplied, state the telegrams, with rifles, guns and ammunition by the Japanese.

The Chinese allege that these munitions were taken from the Mukden arsenal after the Japanese occupation.—Reuter.

PLUCKY CHINESE.

Tackles Armed Robber Singlehanded.

The pluck of a Chinese, named Chun Sing-san, was instrumental in frustrating an attempted armed robbery by four men at 617, Shanghai Street, yesterday. According to a Police report, Chun was at home with his wife, nephew, and a mui tsai, when suddenly there entered a man, armed with a revolver, who threatened them. Chun closed with the robber, and managed to secure the weapon from his hand. Three others, each armed with a file, also came into the room, but when the inmates shouted for assistance, the robbers made good their escape. They took nothing with them. Chun chased the men until he lost sight of them in a scavenging lane off Reclamation Street.

PEACE PARLEY.

Canton-Nanking.

APPEAR BRIGHTER.

Nanking, Yesterday.
After a week's deadlock, the Canton-Nanking peace negotiations appear brighter.

Wu Teh-chen to-day stated that the Canton leaders, in view of the present national crisis, had waived all conditions for peace with Nanking, and Chen Ming-shu was coming to the capital immediately to report to Chiang Kai-shek.

Wu Teh-chen added that Wang Ching-wei and Sun Fo were coming to Nanking with Tsai Yuan-pel and Cheng Chi, without demanding guarantees for their safety, and the Government leaders had telegraphed congratulating them on their attitude and welcoming them to the capital.—Reuter.

STABILISATION OF THE POUND.

Lord Reading's Reported Statement.

100 FRANCS = £.

Paris, Yesterday.
It is stated in official quarters that Lord Reading has informed the French Government that the British Government proposed to stabilise the pound as soon as possible after the Election at approximately the figure quoted to-day, namely, hundred francs. The French authorities, it is understood, promised to do all in their power to help the British Government to accomplish this measure which is necessary for economic stability.—Reuter.

Embassy Denial.

The British Embassy in Paris denies that Lord Reading made the statement mentioned above.—Reuter.

COOLER.

The Royal Observatory's report issued to-day says:—
An anti-cyclone is developing over N. China.

The Paracel depression has filled up.
A trough of low pressure extends from Cochin-China to Guam.
Forecast: N.E. winds, fresh; fine at first, some rain later, cooler.

TYPHOON WARNING.

The following telegram was received from the Manila Observatory by the American Consulate General this morning:—

10.10 a.m. Typhoon in about 138 deg. Long. E. and 16 deg. Lat. N., moving N.W.

Rainfall.
Rainfall for 24 hours ended at 10 a.m. to-day nil. Total since January 1—74.48 inches against an average of 77.85 inches—deficit 3.37 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 79
Pratas Island 79
Macao 79
Manila 76
Fochow 77
Amoy 78
Chefoo 58
Shanghai 70

LIPTON'S WILL.

Generous Requests to Charity.

TROPHIES FOR MUSEUM.

London, Yesterday.
The most generous bequests to charity are contained in the Will of the late Sir Thomas Lipton. Although it is not yet possible accurately to estimate his estate it is anticipated it will exceed a million sterling.

Sir Thomas Lipton leaves his estate at Osidge as a Nurses' Hostel in memory of his mother. £30,000 are to be applied for the benefit of the poor working-class mothers and their children in Glasgow.

After numerous specific charitable legacies the residue of the estate is to be divided between hospitals and institutions in Glasgow and Cambuslang and counties of London and Middlesex.

His gold Loving Cup, presented to him in the United States in 1900, is bequeathed to the New York Yacht Club.

His yachting trophies go to some suitable museum.—Reuter.

SHARE PRICES MAINTAINED.

Market Opens Quietly Steady.

MAIN FEATURES.

The official summary issued by the Stock Exchange to-day states: There is no change to report this morning, the market opening quietly steady with the level of prices being fairly well maintained. Banks were the medium of sales at \$1.695.

Bank of East Asia were sold at \$134.
Canton Insurances were in the market at \$1,500, as were also H.K. Fires at \$1,450.
Rauba were in demand at \$35.
Wharves, which were done at \$152½, closed in demand at \$150½.
Providents (old), which were done at \$5.55, were in demand at the close at \$5½. The new shares were wanted at \$2½.
H.K. Lands were in request at \$82.

Shanghai Lands changed hands to the North at \$38½.
Humphreys (old) were in demand at \$18½, as were also the new shares, at \$18½.
Shanghai Cottons were sold to Shanghai at \$90.
Zong Sings were wanted at \$138½.

Trams were in demand at \$20½. Star Ferries advanced to a buying rate of \$92.
China Lights could have been obtained at \$23.

Electrics, after sales at \$77½, closed in demand at \$77½.
Telephones (part paid) were wanted at \$29½.
Cements (combined) were in demand at \$78½.
Dairy Farms were wanted at \$29.
Lane, Crawfords (old) were in demand at \$6.40.

Constructions (old) changed hands at \$5, and the new shares were in the market at \$1.40.
Government Loan was put through at ½ per cent. premium. The Stock Exchange closed at 1 p.m. on account of the celebration of Confucius's birthday.

KINGSFORD SMITH.

Arrives in England.

LOOKING ILL.

Rome, Yesterday.
Air Commodore Kingsford-Smith left here for London at 6.15 a.m.

London, Yesterday.
Air Commodore Kingsford-Smith arrived at Heston to-day at 5.38 p.m.

Thin and Ill.
Looking thin and ill Air Commodore Kingsford-Smith arrived at Heston Air Park this evening.

A few seconds after the plane had landed the Australia-England record holder, Mr. A. J. Morrison, greeted the Air Commodore with the words "Bad Luck Old Man!" Half an hour later Air Commodore Kingsford-Smith was speaking telephonically to his wife in Melbourne.—Reuter.

LORD TRENCHARD.

New Commissioner

Metropolitan Police.

RELIEVE LORD BYNG.

London, Yesterday.
Air Marshal Lord Trenchard has been appointed Commissioner of the Metropolitan Police in succession to Lord Byng.
Lord Trenchard is the first Air Force Officer to hold the Commissionership.—Reuter.

PARLIAMENT STANDS PROROGUED

MR. MACDONALD OPENS THE ELECTION CAMPAIGN

FAREWELL TO MR. SNOWDEN

THE KING'S MESSAGE TO THE NATION.

Rugby, Yesterday.

Parliament was prorogued to-day, and to-night the King held a meeting of the Privy Council at which the Proclamation for the Dissolution of Parliament was signed.

The King's prorogation speech, read in the House of Commons, contained the following passages:

"My relations with foreign Powers continue to be friendly. I have been following with interest and sympathy the resumed deliberations of the Round Table Conference. I trust its joint endeavour may produce an agreement on a plan which will commend itself to the judgment of wise statesmanship.

"In the last few weeks my people have been called upon to face a financial and economic crisis which continues to give cause for anxiety. Measures taken to meet this emergency involve sacrifices from every member of the community. I am confident that, as on former occasions in the history of the country, every citizen will co-operate to his utmost in restoring prosperity to the nation."—British Wireless Service.

London, Yesterday.

Mr. Ramsay MacDonald opened the Election Campaign by broadcasting an optimistic address to the Nation stressing what the National Government had been striving to do since the "late Government" shirked an unpleasant duty, not carrying out what it admitted to be its duty.

Mr. MacDonald pointed out that though there had been no catastrophe the dangers of the situation had not yet passed, and if it was felt in the world that there was any prospect of an immediate reversal of national policy confidence would decline. The rest of the address was devoted to explaining to the man-in-the-street the value of a balance of trade, and the necessity of keeping expenditure within national income.

International Economic Conference.

Mr. MacDonald also said that Government would need to enter an international conference regarding the economic financial situation of the world and must use its influence to remove the impediments of commerce and finance, which largely contributed to the present breakdown, notably war debts, reparations, uneconomic distribution of gold, and widespread freezing up of credits.

Terms of Manifesto.
Mr. Ramsay MacDonald has issued the National Government's Election Manifesto which, after reviewing the events leading up to the formation of a National Government, states that the next Government will have to come to grips with a great variety of problems.

The Manifesto proceeds to say that these are times of exceptional urgency and exceptional conditions which demand exceptional treatment. None can foresee what may arise. Therefore, it is impossible to lay down a detailed programme in which specific pledges can be given. Hence, Government must be free to consider every proposal, like tariffs, contraction of imports, commercial treaties, and mutual economic arrangements with the Dominions.

Remedies cannot be applied by political parties fighting partisan battles. They can be applied only by the willing co-operation of all parties shouldering a joint responsibility. For discussion, examination and action

Parliament must be endowed with fresh life and mandates. Hence the necessity for a General Election, the result of which must leave no doubt in the eyes of the world of the determination of the British people to stand by each other in times of national difficulty, and support any measure required for placing themselves and their credit in an unassailable position.

Foodstuffs and Cinema Bills.
Parliament will be prorogued after the enactment of Bills providing for the prevention and exploitation of consumers of foodstuffs, and temporarily regulating the opening of cinemas on Sundays.—Reuter.

(Continued on Page 12.)

MOTORISTS THIS IS YOUR PAGE

COOLING SYSTEM.

Precautions in Cool Weather.

The cooling system of an automobile can cause a good deal of trouble if it is deprived of the attention it requires, especially in cold weather. Ordinary precaution, however, will make winter driving mechanically safe and enjoyable.

Many improvements have been introduced in cooling systems. Dual thermometers and other devices on the dash warn the driver when dangerous temperatures are reached. Automatic valves on some cars keep the water from circulating through the radiator until a predetermined temperature is reached. This reduces the time required to bring the engine and oil to normal temperature. Thermostatically controlled radiator shutters automatically open and close.

In spite of these improvements nothing has been devised to replace radiators, cylinder heads and blocks, hose, water pumps, packing glands, and gaskets on water-cooled cars. All these are potential sources of trouble to the cooling system.

Owners who like to tinker with their car themselves should first carefully inspect all the joints in the cooling system for leaks. These include hose connections, gaskets, the water pump and the radiator itself.

A hose that looks sound from the outside may have deteriorated inside. Such a hose should be replaced to prevent clogging the radiator core with small pieces of rubber which may become detached and circulate with the cooling water.

Water pump leakages are usually stopped by tightening the packing nut. Sometimes this will not remedy the difficulty, because the packing has become hard from lack of lubricant or the pump shaft has scored. The grease cup should be kept filled and screwed down occasionally to prevent this occurrence. Should the leak persist after the tightening of the nut, it would be advisable to disassemble the pump and examine the shaft. If it is only slightly scored, the rough spots may be dressed with an oilstone. If more superficial scoring has occurred, a new shaft and new packing will be required. Whenever a gasket joint is impaired it is most economical and satisfactory to replace the gasket.

Next, the whole cooling system should be thoroughly cleaned. Run the engine for a short period to agitate the water and keep loose particles of rust scale and foreign matter in motion. Then open the drain cock and empty the system. Fill the radiator with a solution of water and ordinary washing soda, completely dissolved, in the proportion of one-half pound of soda to a gallon of water. Blanket the radiator and run the engine until a normal temperature is reached. It helps during this period to tap the radiator with a rubber mallet to loosen accumulations of rust and scale. About ten minutes should suffice for this treatment. The solution should then be drained off, and after the engine has cooled, a garden hose should be placed in the radiator filler and water allowed to circulate for a few minutes with the drain cock open.

If an especially good job is desired, the radiator can be removed from the car, inverted and flushed upside down. Light tapping with a rubber mallet will remove what remains of the loose scale and rust. While the radiator is off, the hose can be placed in the outlet in the top of the cylinder block and water forced through the engine to remove foreign material. The radiator

should then be replaced and all hose joints carefully connected and tightened with suitable clamps. The system is now ready to fill; after which an inspection should be made for leaks.

Special cooling system service is now available at well-equipped garages and service stations. Suitable chemicals under pressure are forced through the system and a thorough cleansing results. These treatments are recommended for those who have neither the time nor the inclination to do the work themselves.

Before cold weather actually arrives, the cooling system should be protected against freezing by the addition of anti-freeze mixture. Alcohol, glycerine and certain trade-marked products are used for this purpose. The quantities required vary according to prevailing temperatures. For zero weather the alcohol should be approximately one-third of the total contents of the system, for example. If glycerine is used, the same proportion is advisable.

Alcohol evaporates much more quickly than water, and it is therefore necessary to replace it periodically. The specific gravity of the alcohol-water mixture should be checked from time to time to make sure that the alcohol content has

FORD EMPLOYEES.

Investments in Own Company.

A total of approximately \$880,000 was paid to Ford Motor Company employees throughout the United States on July 1 as the semi-annual return on their investments in the Ford investment fund.

The return is at the guaranteed rate of three per cent. semi-annually, plus a special return of two per cent., making a total of five per cent. Most of the payments were made to Ford employees in the Detroit district. Many were paid to employees throughout the United States.

Ford employees now have invested in the fund a total of approximately \$19,000,000. The promised return on these investments is six per cent. annually, but there has been only one year—1928—in which the payments did not exceed that minimum. More than one-fifth of the employees of the company through these investments are "silent partners" in the Ford enterprises.

The investment fund plan was founded by Henry Ford in order to give Ford employees an opportunity to invest their savings in the Ford business and to inspire in them through these investments additional interest and pride in their work.

Any Ford employee over 21 years old is eligible for participation in the fund through investment of a portion of his wages or salary. Returns begin when an employee's savings total \$50 and are paid thereafter in multiples of that sum. Payments are made in January and July each year, so long as an employee keeps his savings in the fund and remains in the employment of the company.

It is stipulated that all of the money invested must come from wages or salaries, but no deductions for this purpose are made from an employee's pay, it being required that the deposits in the fund be made voluntarily. Employees are permitted to deposit up to one-quarter of their wages or salaries.

Deposits in the fund must be made within two days after the receipt of wages or salaries, Sundays and holidays excepted. The returns are paid along in the regular pay envelopes, when due.

MOTOR MANUAL.

A new edition, the twenty-eighth, of "The Motor Manual" has been issued. Over three-quarters of a million copies of this popular motoring handbook have been sold. The new edition has been fully revised and enlarged and many new illustrations added. Included in the new features is a full description of the main points of the Road Traffic Act, explaining the motorist's new legal position. There are eighteen chapters covering car construction, choice, housing and maintenance, and everything that the motorist ought to know. The book is profusely illustrated and the text is written in a clear and simple style. All up-to-date features that have been introduced in car construction are dealt with. "The Motor Manual" new edition is now on sale, and can be had from Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1. 2s. 6d. net, 2s. 10d. by post. It is also on sale at leading book-sellers.

not been reduced below the proportion required for protection. When alcohol is used, the mixture should not be spilled on the finish, as alcohol is a solvent for lacquer.

Glycerine is more expensive than alcohol but does not evaporate, nor is it harmful to the finish of the car. On the other hand, it is more likely to escape through leakage than alcohol.

MANY CHANGES.

On Model AA Ford Truck.

The Ford Motor Company has announced many changes in the Model AA one and one half ton truck chassis.

These improvements include, among others, the new four-speed transmission, new spiral bevel gear rear axle, larger and stronger front axle and spring, larger brakes, and provision for a power take-off. The entire chassis also has been strengthened.

Dual rear wheels are optional equipment. These wheels are interchangeable. The same size tire is used on all six wheels with the result that only one spare need be carried, instead of one of smaller size for front and one of larger and more expensive type for rear.

The four-speed transmission furnishes ample road speed for rapid, efficient transportation, together with an improved low-speed pulling power. This, the announcement states, supplies sufficient power for moving capacity loads out of pits and on soft ground.

The new rear axle is a special bevel gear three-quarter floating truck type. This allows for the

entire weight of truck and load to be carried on the housing and permits the axle shafts to be used solely for driving the rear wheels.

The new front axle is nearly twice as strong as formerly. The front spring is heavier, with wider leaves. Front radius-rods are heavier, king-pins, thrust bearings and wheel bearings are larger. The centre cross member of the frame, which takes the driving thrust from the rear, also is stronger.

Braking power has been considerably increased by expanding the total braking surface to 474 7/8 square inches.

PRINCESS ELIZABETH.

Now An "Owner-Driver."

Princess Elizabeth has joined the ranks of motorists and became an "owner-driver."

A model motor-car has arrived at Glamis Castle, the power being supplied by a battery operating by a foot pedal.

The Duke of York was intensely interested, and tried the new model before he taught the Princess to drive. The Princess soon learned the intricacies of steering, and now spend hours proudly driving round the castle grounds.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
 MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
 DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
 NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

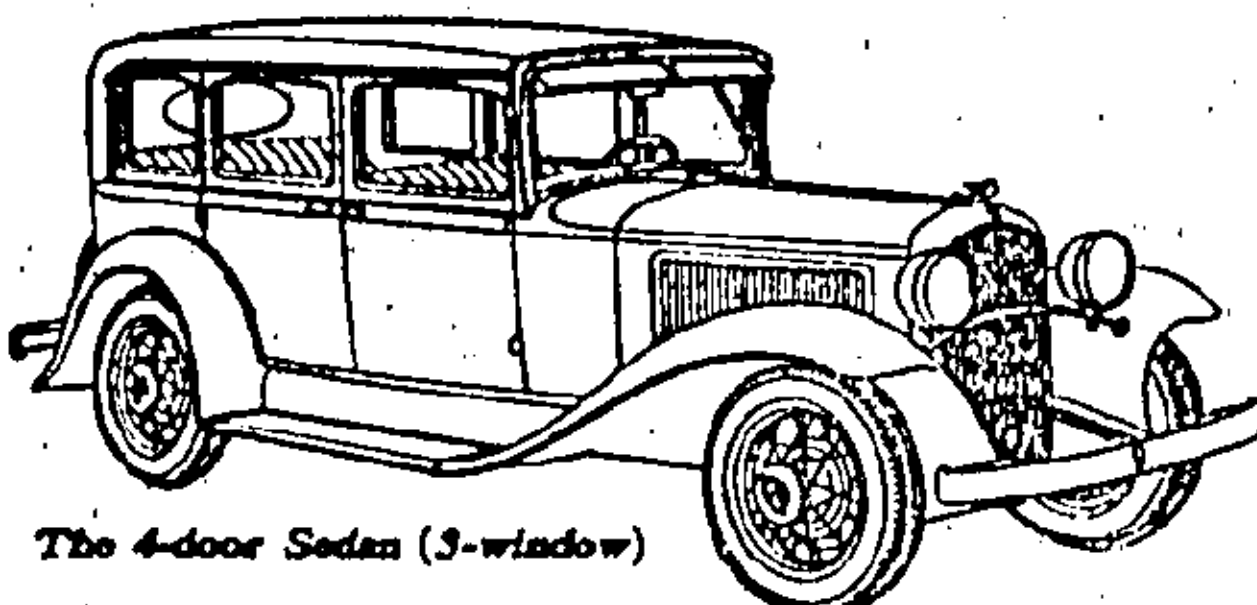
MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
 SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

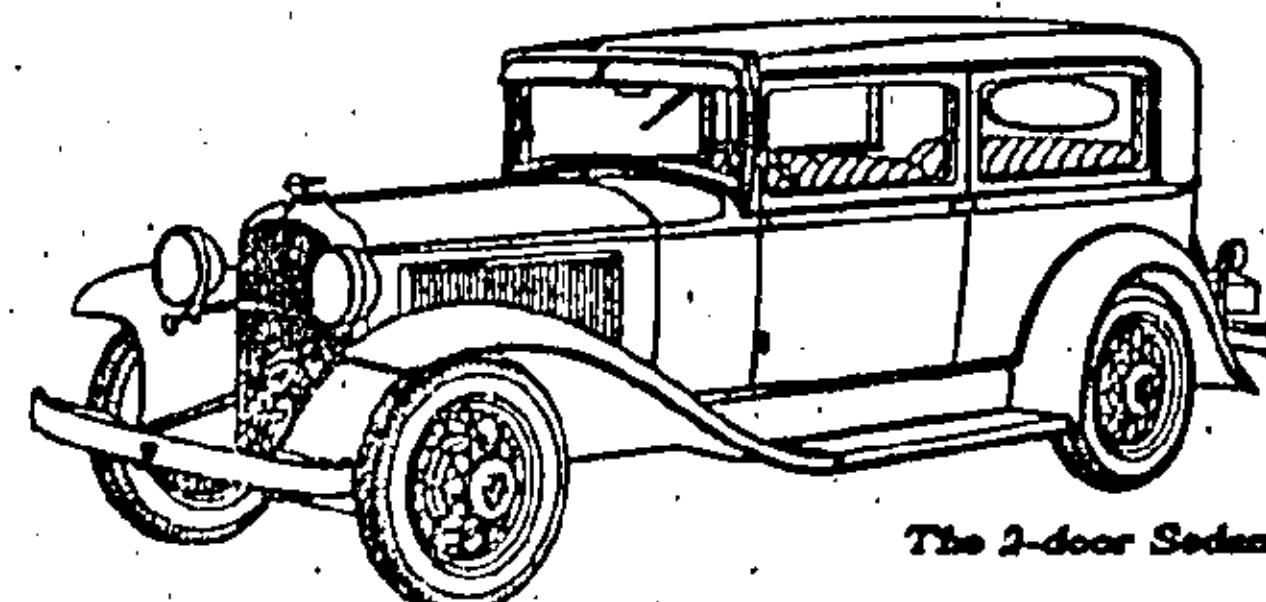
TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel, Garage, Buesen's Road. Tel. 24759.
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 50253.
 FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
 INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.
 MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
 WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

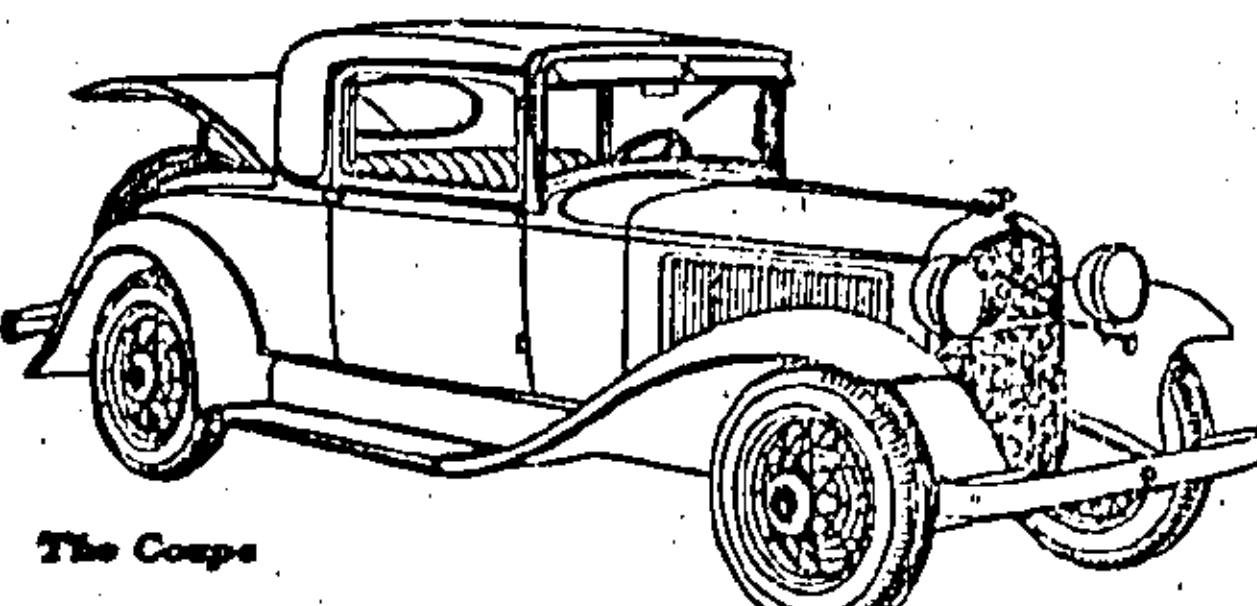
SMOOTHNESS OF AN EIGHT ECONOMY OF A FOUR PLYMOUTH FLOATING POWER and FREE WHEELING



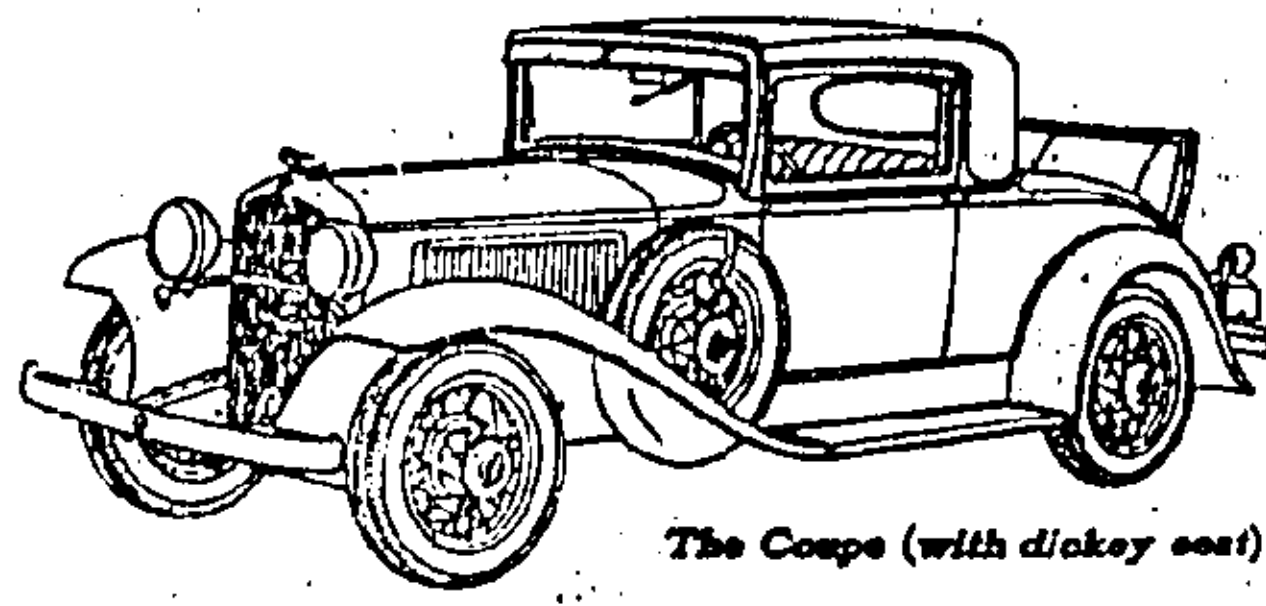
The 4-door Sedan (3-window)



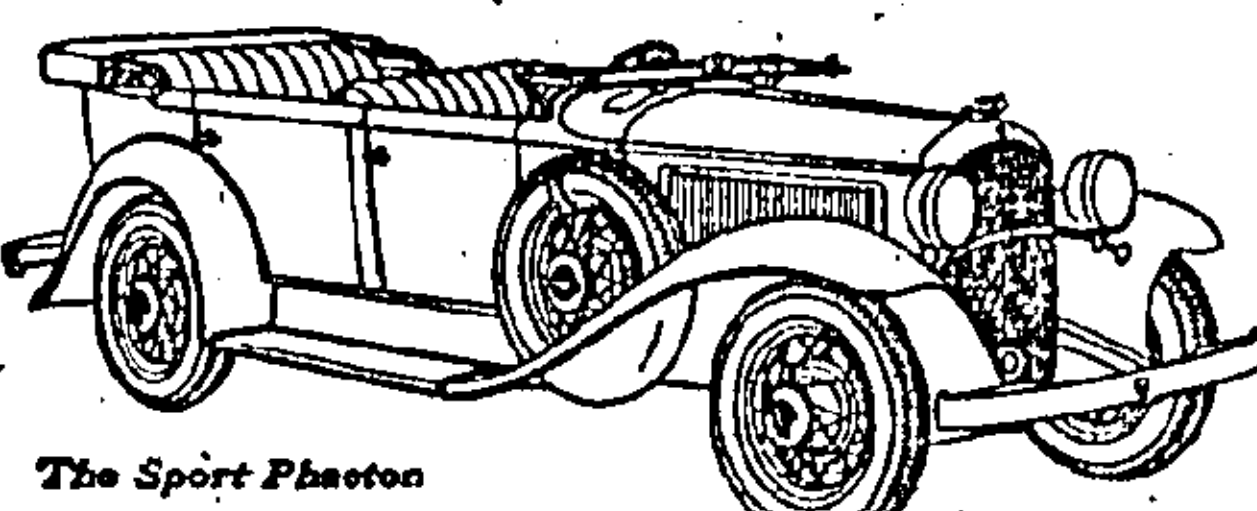
The 2-door Sedan



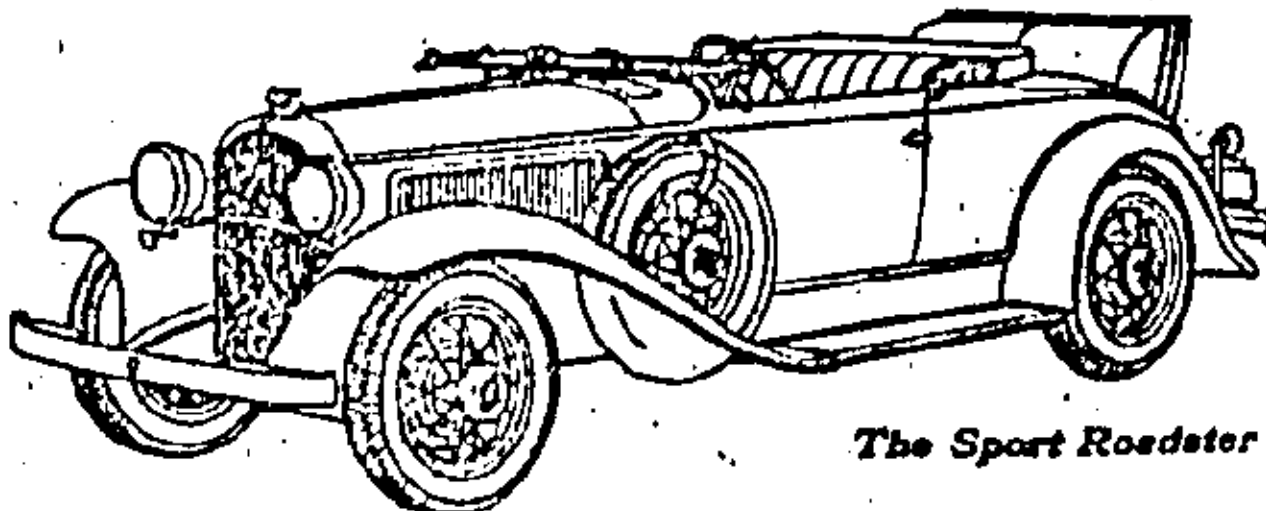
The Coupe



The Coupe (with dickey seat)



The Sport Phaeton



The Sport Roadster

Floating Power—vibrationless, smooth performance—**Free Wheeling**—smooth, easy driving with economy in gas, oil and engine wear—**Easy-Shift Transmission**—quick, quiet gear-shifting between second and high and back again at speeds of 35 to 45 miles an hour—**56 Horsepower**—65 or more miles per hour and ample power for heavy going—**Hydraulic Brakes**—simplest and unexcelled for safety—**Steel Bodies**—virtually one piece for safety and freedom from rattles and squeaks—**Double-drop Frame**—for greater safety and better lines—the only car in the low-price field with such revolutionary engineering developments.

FOR FULLER PARTICULARS APPLY:—

THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors).

33, DES VOEUX ROAD CENTRAL.

Tel. 25644

Tel. 25644

NEW FEATURE.

Empty Sump Every 1,000 Miles.

From what a London motoring journalist has been able to gather in conversations with dealers and makers, the next London motor show will be remarkable for at least one important new feature of engine design. For the first time since cars have been in general use, proper attention is to be paid to providing the owner-driver with means of conveniently emptying the sump, a certain number of cars being fitted with some form of tap or drain-plug which can be opened and closed from above, without necessitating the trying business of crawling under the car. It is one of the inexplicable features of accepted practice that so far not more than half-a-dozen European makes, at the outside, have been equipped with one of the most important details of all. There are two British makes to-day which are so equipped, and one French one used to be—may be still.

One of these British cars costs less than £300, proof that manufacturing costs have little, if anything, to do with it, for on not one of the cars costing up to £3,000, has there been anything less archaic than the usual screw-plug in the base of the sump, dating back to the dark ages of motoring. The result, doubtless welcome from the point of view of the repairer and the service station, is that a very large number of cars, especially those owned by the less experienced, who form the majority, are being run under the worst conditions.

It is impossible to exaggerate the importance of periodically and regularly changing the oil-supply in a modern engine, particularly one whose working engine-speed is high. The very finest oils made begin to deteriorate from the moment they are in use, not so much because of their quality or the lack of it, as because they become diluted with a certain amount of petrol, due to the use of a starting air-strangler, or carburettor flooding, and are gradually contaminated by dust, minute particles of metal, carbon, and other destructive agents. Yet it is a common thing to find that owners, dreading the dirty job of emptying the sump by the crude means at their disposal, allow their engines to run three or four times the distance (on one filling of oil) which represents the safety mark.

Within reasonable limits, the oil should be changed as often as possible at least once in every 1,000 miles. If anyone should doubt this, let him carefully note the performance and "feel" of his engine immediately before each change, and compare them immediately after. The difference shows that, in plain words, the engine is not being properly lubricated, and that can lead to the ruin of the bearings and cylinder-walls, the most expensive parts to renew. Many owners seem to think that so long as fresh oil is added at frequent intervals, everything is safe. It is a serious error. The fresh oil does very little to improve the main body of spent oil, and the latter very quickly neutralises its effect.

The modern engine is the most astonishingly reliable piece of machinery made, but, like every other—less, perhaps, than most—it cannot do its work efficiently, nor last long, unless it is in a constant state of perfect lubrication from a full supply of clean oil. When, if ever, easily operated sump-emptyers become general, the life of the average owner-driven car will be much increased, and the bills for its upkeep sensibly decreased. It will be interesting to see how many of the 1932 models will be equipped with a feature which ought to have been standard on every car for the past twenty years.

The Vacuum Oil Co. has just issued a good handbook on the subject of correct lubrication. Exactly what oil does, and how it does it, is explained in very simple non-technical language. There is an admirably written chapter on "How to Lubricate your Car Correctly," in which oil-thinning and its causes, sludge, pressure, and other matters are clearly dealt with. The company recommend that oil should be changed at the rate of 1,000 miles per gallon: that is to say, a sump holding one gallon should be drained every 1,000 miles, one holding two gallons every 2,000 miles, and so on. Another excellent section is that dealing with all troubles, their causes and cure, from bearings and

brakes to cooling, ignition, batteries, and carburetion. It can be obtained from the company post-free, and is well worth having for no matter what car. It is better done than many standard instruction books.

With 150 c.c. motor-cycles becoming so popular following the 15s. tax concession, one might ask for what sort of riding are they intended? What are their capabilities and their limitation? What constitutes fair treatment for the small type of motor-cycle? These and similar questions need to be answered; otherwise owners may expect more from such models than they can perform indefinitely with impunity. "When any new type of machine comes on to the market there are always enthusiasts who are anxious to demonstrate publicly its maximum performance, a fact that may have the unfortunate effect of giving a false impression of its normal capabilities," says Motor Cycling. "A 150 c.c. motor-cycle will, for example, haul a very light sidecar; such outfits have been built and have achieved, in the hands of experts, remarkable results. At the same time, for normal use by ordinary people, a combination of this power would not be satisfactory. We have noticed a slight tendency of late to 'stunt' with 150s., and even with machines having smaller engines. Such demonstration can be quite interesting—but let it be remembered that they are stunts and nothing more. The capabilities of the 150 and its even smaller brother are very considerable. It will do practical anything that a full size motor-cycle will accomplish, provided that it is given time. High averages, however, should not be asked of it, nor should its frame be punished indefinitely by fast riding over freak surfaces."

When slogging steadily up a hill, with engine working at its hardest, have you ever been passed by an exactly similar make and similar model to your own and wondered why? Have you ever summed up the situation by saying, "Well, I don't know, but it appears to me that some of these models are much faster than others?" Probably you have; in fact most of us have, but few of us arrive at the conclusion which is correct in nine cases out of ten—namely, that the car we are driving is suffering from a loss of power due to causes which are fairly easily capable of correction. In certain cases, of course, the car that passes us may be quite definitely "hotter up"; it is more probable, however, that its owner is one who never neglects to go over the chassis periodically in order to make sure that it is giving of its best. The owner who pays regular attention to those little points mentioned in the makers' handbook is always well repaid for his trouble and gets infinitely better results than the motorist who regards his car as his slave and treats it accordingly.

Most cars have starting motors fitted with a Bendix drive. If the engine does not fire on the first contact the pinion may remain stuck in the flywheel gear. Repeated contacts of the starter switch will only make matters worse by jamming the pinion tighter. To remove the parts so that access may be had to the offending pinion is no small task. A quick method of releasing it, and one which has proved successful in nearly all cases, is to place the gear lever in reverse, then get somebody to give the disabled car a sudden push. This will cause the flywheel gear to revolve the pinion on its threaded axle, and pull it out of mesh. One should make sure, however, that the engine ignition is not switched on during this operation. Unless the teeth of the pinion of the flywheel are badly battered this procedure will save many a dirty job or the time and cost of hiring a mechanic.

REAL OPTIMISM!

A contract involving the sale of cars to the value of £750,000 was completed at Coventry recently between the Rover Company, Ltd., and Henleys, Ltd., motor-car distributors.

The agreement concerned the Rover Company's programme for 1932, and will come into effect on September 1. From that date Henleys, Ltd., will handle the sales of all Rover cars in the London area. "There is nothing fantastic in this three-quarter million pound deal," declared Mr. Frank Hough, managing director of Henleys, Ltd. "In view of the trade revival, which is already being felt, the figure represents a conservative estimate of the value of these cars which we shall sell in the 1932 season."

EXPERT'S WORK.

Making Acrobatic Motor Oil.

The man who trains fleas for the circus has a simple task when compared to the automotive worker who makes invisible particles in a drop of motor oil turn somersault.

Of course, the particles become visible when the oil is placed under a chemical microscope, such as is used in the metallurgical department of the Cadillac Motor Car Company. But making them do their acrobatics is another matter.

In fact, it calls for an expert whose touch is unbelievably delicate. It also calls for a device known as a micromanipulator.

The micromanipulator is a series of levers which may be attached to the chemical microscope. If operated with sufficient delicacy, it will activate the particles of oil into the desired motion. To acquire the proper touch, an operator frequently practices for years.

Indication of the technique required is revealed in the fact that the touch of an average man on the micromanipulator would be comparable to the bite of a steam shovel into the earth versus a garden trowel. The comparison may be further developed by saying that, just as a fly bends the gun barrel on which it lights (as scientists know), so does the slightest touch affect the micromanipulator.

Through studies of this kind, manufacturers learn what oil is best for their cars, what gasolines are most efficient, what graphites assure the longest wear. In brief, they learn all there is to know about gaseous and liquid materials which cause an automobile to do well everything you want it to do.

BETTER CARS.

Cadillac Workmen Study Their Craft.

Every foreman in the Cadillac Motor Car plant "goes to school" once a week to learn how to build better automobiles.

He studies textbooks prepared especially for him by experts at the General Motors Institute of Technology and gives recitations to factory authorities.

The textbooks cover every phase of the automobile business. As example, the three books studied thus far this year are "Departmental Management," "Factory Organization," and "Economics of Industry." While these books consider the industry from different viewpoints, they all have as their central purpose the education of the worker that he may build quality cars.

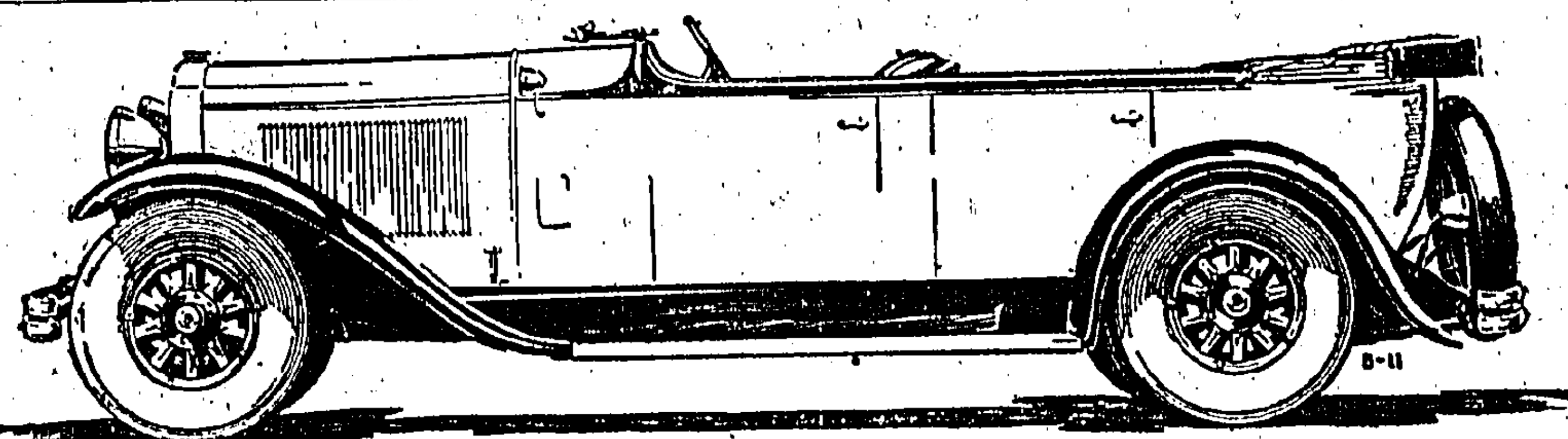
Before the foremen attend their class, a master conference is held to discuss the lesson. The Works Manager and the superintendents attend this conference, which is supervised by the Personnel Director. Then the foremen, in ten groups of 22 persons each, meet either at morning or afternoon classes.

The Personnel Director acts as professor, although the class-work is principally of the conference type. The foremen exchange ideas to the advantage of all. In addition, authorities on various subjects deliver lectures at these classes. At Cadillac there is no executive too important or too busy for these meetings.

Cadillac not only wants its men to do quality work but also wants them to know why they do their jobs in a certain way. For Cadillac feels that if they have a thorough understanding of the business as a whole they will be able to do better work.

SINGER DISAPPOINTMENT.

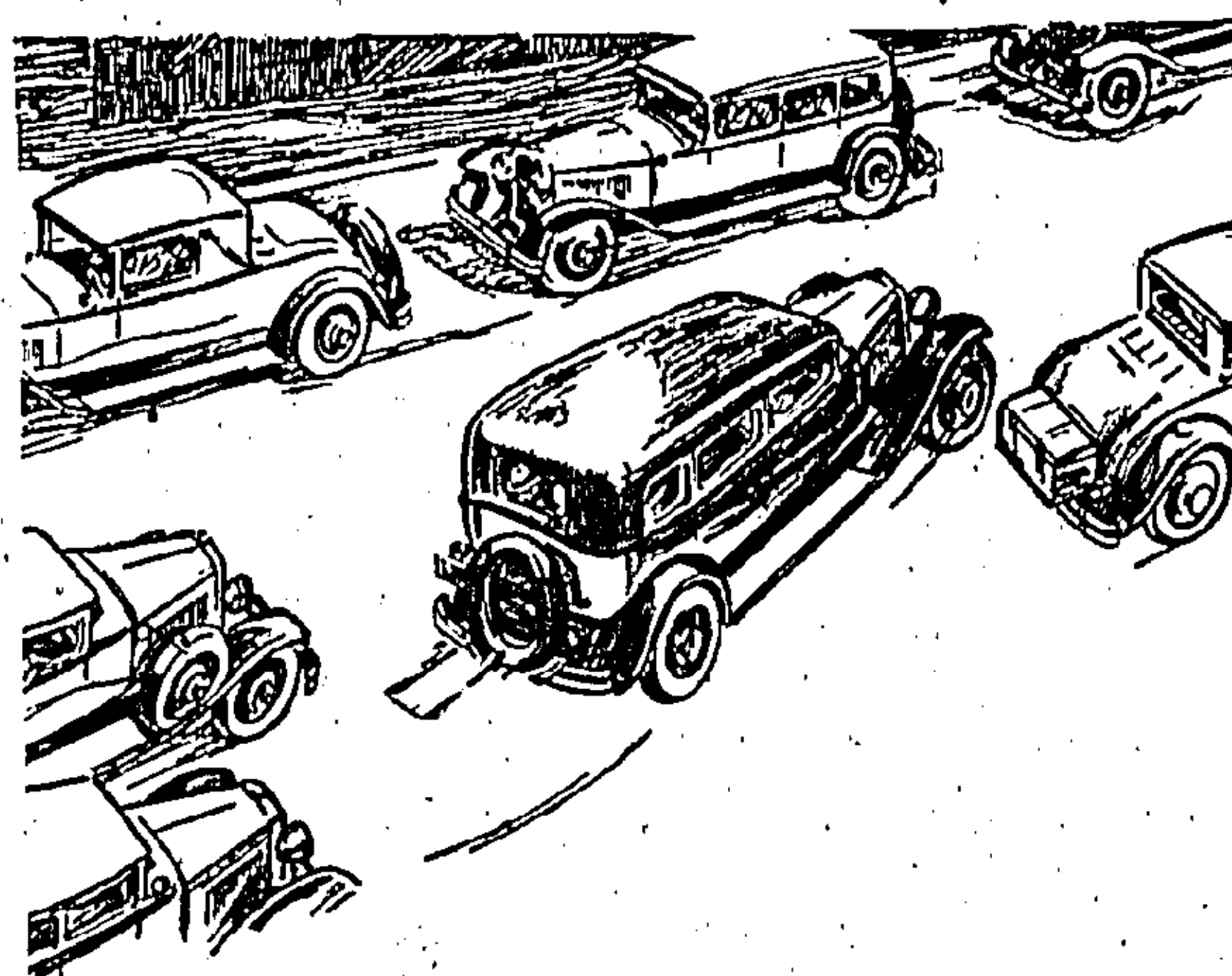
Shareholders will doubtless be considerably disappointed by the substantial fall in profits for the twelve months to July 31 announced by the well-known motor-car manufacturer, Singer and Co. This amounted to £42,792, against £144,266, the previous year. In these circumstances the Board recommend



After a ride in the new Buick Eight—
you'll understand why so many thousands of owners
have bought Buicks with utmost confidence for twenty-five years!

In addition to Buick's stylish appearance and the luxurious comfort—the new Buicks develop better than 80 miles an hour—faster acceleration—and that economy in fuel, oil and maintenance which has always been characteristic of Buick.

Why not let us take you for a free demonstration ride to-day?



The
BUICK 8
The Eight with
Buick's Prestige

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

"MOTOR MINDED."

How Britain's Drivers Have Improved.

Commenting on the reduction in the number of street accidents in the London area during the first quarter of this year, The Light Car and Cyclecar says:—"We feel that the recent increase in road safety is the culmination of years of gradual education in highway behaviour and it marks, we hope, the beginning of a new era in which every user will at last come to realise his responsibilities in the modern scheme of things."

"The difficulty in the past has been a newcomer—an interloper, in fact, in the minds of many; its presence has been resented and its speed distrusted. As a result, other road users have been inclined to 'stick up' for what they have termed their 'rights,' irrespective of whether these so-called 'rights' were consistent with either courtesy or safety; and so long as you have ill-feeling on the road, so you will have danger."

Now, however, the mind of the public has begun to catch up with the increase in traffic and, with the prominent symbol of the Road Traffic Act before them, road users in general have made a determined effort to fall in with modern conditions. The public is, in fact, becoming 'motor minded.'"

that no dividend shall be paid at present on the Ordinary shares, but at the same time consider the results of the year's working satisfactory in view of general trade conditions.

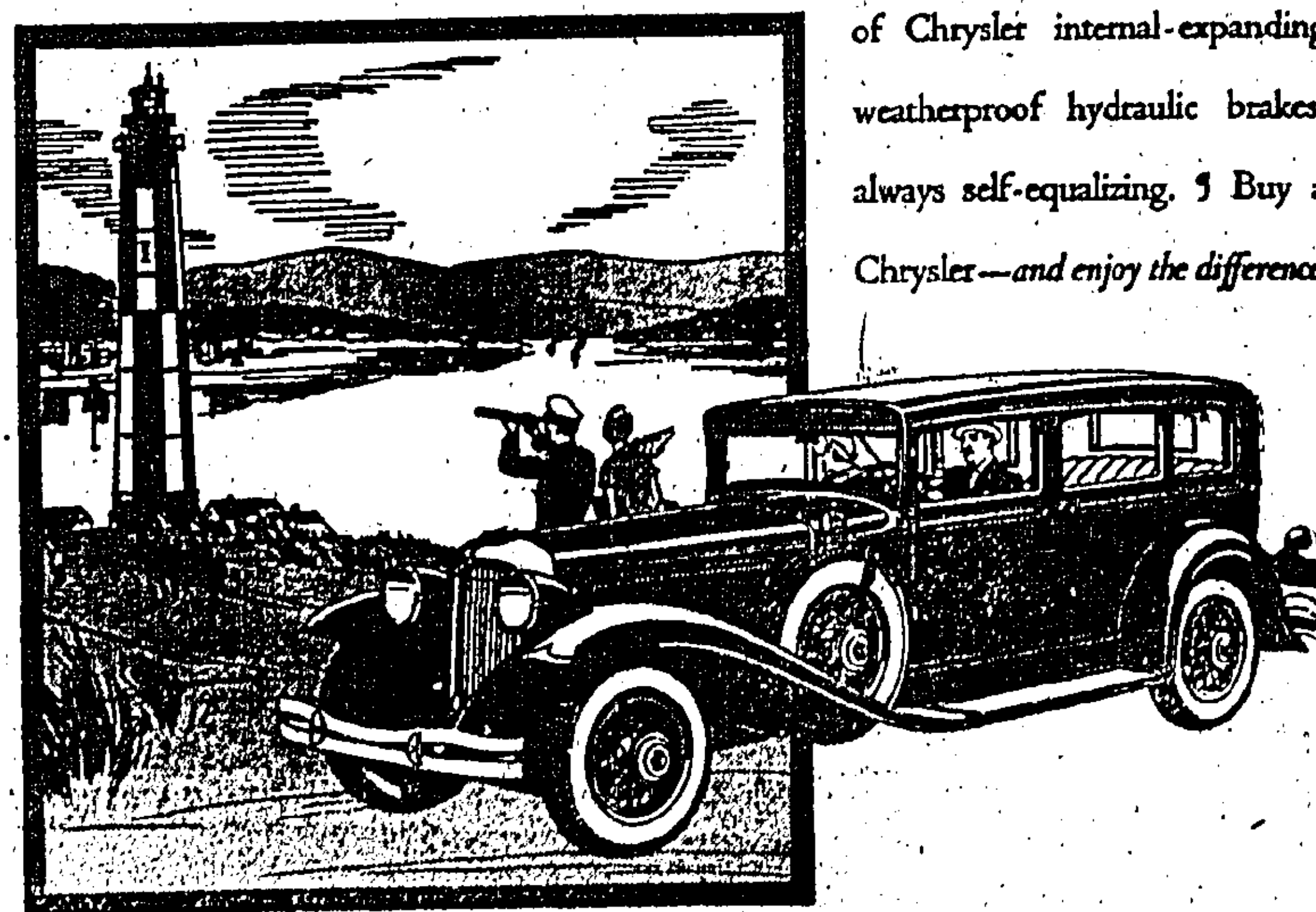
The enforced low competitive selling price, combined with the fact that the estimated output was not realised, is stated to be the main reason for the reduction in profits. In the case of the smaller cars, sales were up to expectation, but the demand for the higher-priced vehicles was seriously curtailed. The directors state that the surplus of assets over all liabilities and capital is £454,507, and indicates that the assets value of the Preference is 20s. and of the Ordinary 33s. 7d.

CHRYSLER SIX

DIFFERENT PERFORMANCE

Step into a New Chrysler Six and drive a few miles. You'll acquire new views about performance. You'll understand why we say "Drive a Chrysler and enjoy the difference." 1 The Chrysler Six is delightfully different from other sixes. It is more awake, more alive, quicker in response, more flexible in suiting its pace to match your mood. 2 The New Chrysler Six is styled like the smart Chrysler Eight—a fine big Six with a 116-inch wheelbase; a heavy double-drop frame; a 70-horsepower engine and safety bodies of steel. 3 And the Chrysler Six at all speeds, gives you a fine sense of security, a feeling of perfect control—due to the quick, sure action

of Chrysler internal-expanding weatherproof hydraulic brakes, always self-equalizing. 4 Buy a Chrysler—and enjoy the difference.



CARS ARE NOW ON DISPLAY
THE NATIONAL MOTOR CAR CO.

(SOUTH CHINA MOTOR CAR CO. Proprietors.)

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KING'S THEATRE

HONGKONG'S FINEST CINEMA

LAST TWO DAYS AT 2.30, 5.10, 7.15, & 9.30 p.m.

Big City Lights —
Big City Ways —
Big City Blues —



GIRLS LOST

in the BIG CITY

with
LORETTA YOUNG
JOHN WAYNE

Low Cody

Joyce Compton Joan Marsh

Directed by
SIDNEY LANFIELD

One was a gold digger and never gave, a second gave but never "dug," while a third hid her heart behind a smile. Did they get their man?

FOX
PICTURE



NEXT CHANGE

COMMENCING 10th OCTOBER.

You've met him under hilarious situations before, but never half as funny as hero of MARK TWAIN'S STORY



WILL ROGERS

"A Connecticut Yankee"
FOX
PICTURE

BOOKING AT THE THEATRE.

TEL. 25313.

SPECIAL ANNOUNCEMENT!

There will be Special Showings on
WEDNESDAY, 14th October
when

The Entire Proceeds are to be given to
THE YANGTZE FLOOD RELIEF FUND

The Programme will be as follows:—

- 2.30 p.m. — "CHARLIE CHAN CARRIES ON."
- 5.10 p.m. — "DISHONOURED."
- 7.15 p.m. — "VAGABOND KING."
- 9.30 p.m. — "DON'T BET ON WOMEN."

Prices as usual

These popular pictures have been kindly lent for the occasion by

Messrs. PARAMOUNT FILMS OF CHINA, Inc.
Messrs. THE FOX FILM CORPORATION.

Booking Now Open.

Telephone 25313.

CURRENT SPORTING GOSSIP

CLUB WIN FIRST MATCH.

Half Back Line Hold Up Home Forwards.

H.K.S.R.A. LOSE CLOSE MATCH.

Playing their first match of the season on the Marina ground yesterday afternoon, the Hong Kong Hockey Club 1st XI defeated the Hong Kong and Singapore Brigade R.A. by the odd goal in three. The win was all the more meritorious due to the fact that the Club were not playing at full strength. Play, which was fast throughout, was limited to only 25 minutes each way, and even then the match terminated in darkness. The ground, a newly laid sand one, was in excellent condition and as flat as a billiard table, thus assuring accurate passing.

From the bully-off, the Club were early on the offensive and became dangerous, but off-side ruined any opportunity of opening the scoring. The Indians then took up the attack and were very impressive with their smart forward line. Play for a while was very even, the frequency of offside play preventing progressive tactics.

Francis and T. J. Price were engaged in some good work on the left, whilst Dand and the Reed brothers in the half-back line fed their forwards to a nicety. W. Reed's neat "scoop" passes were exceedingly useful and generally placed his wing in possession. A breakaway on the right saw Divett gain possession. He shot in hard and a melee in front of the R.A. goal resulted in Telley netting for the Club after a quarter of an hour's play. Capt. Macfarlane, however, equalised soon after with a fast ground shot.

The second half produced more brisk play, but a big fault that was noticeable with the Club, was that the defence hit the ball too far forward, thus giving the wingers very little chance to get up with it. The Indians kept up a neat combination, but they found Roger and Botelho difficult backs to pass. Capt. Macfarlane was unlucky with a rising shot when within scoring range.

Owen Davis, on the right wing was weak, fumbling numerous passes. Once, however, he got going and, taking the ball down the wing, centred to Divett, who, when tackled passed to Francis, who scored the Club's winning goal. An Indian rally provided many exciting moments for the Club's goalkeeper, the Indians' right wing having extremely hard luck with a stinger that hit the post and rebounded into play for Dand to clear. The Indians continued to press until the final whistle which was sounded in fast falling light.

Result:
H.K.H.C. 2
H.K.S.R.A. 1

CLUB "A" ELEVEN FOR TO-MORROW.

Against the Borderers at King's Park.

The following will represent the Hong Kong Hockey Club "A" team against the South Wales Borderers in the Club ground at 5.15 p.m. to-morrow:—

E. S. Moses; F. W. Allen, G. F. Rees; K. Uttley, E. G. Dale (captain), W. Robertson; W. A. F. Kerrich, S. J. H. Fox, R. H. D. Wade, W. H. Smith, and C. J. D. Law.

ONE LEAGUE MATCH FOR SATURDAY.

Football Programme Amended.

Only one League football match will be played on Saturday—the First Division match between Kowloon and the Club de Recreio at Kowloon at 4.30 p.m.

THE K.B.S.F.P.A. RUGBY PRACTICE.

Whitley and Macnider Show Promise.

K. MURRAY'S DROPPED GOAL.

At King's Park yesterday the K.B.S.F.P.A. (Rugby Section) held a further practice game, the Whites beating the Colours by a dropped goal (4 points) to nil. Both sides fielded greatly weakened teams and as a result the game became a kick-and-rush duel rather than a clean open game. A brilliant dropped goal from outside the Colours 25 by Lt. Keith Murray gave the Whites a narrow but well deserved win.

W. F. Peers, the Interport front row forward, made a welcome appearance and displayed excellent form in his first match of the season. If every man in the side was as fit as Peers there would be little anxiety as regards the future success of the new club.

S. Hardy, a Naval player, also made his first appearance, playing in the Whites three-quarter line. Tall and well-built Hardy gives the impression that he would be a more valuable player in the pack than in the back division.

Of the newcomers to the game T. Whitley gave a sterling display at centre three-quarter for the Whites. His tackling was very sure and his play all-round shows signs of great promise. S. Macnider in the Colours pack also played well and has learnt the elementary lesson of forward play—always keep on the ball.

D. Black, who played behind the Whites scrum in the second half, gave a very favourable impression, one well-judged cut-through nearly leading to a score.

But taking the game on the whole it was a very poor exhibition. The forwards who do not know the off-side rule should make a point of asking someone at the earliest opportunity. Yesterday's game would have lost considerable interest had the whistle been blown for every infringement.

Our Sports Diary.

LOCAL.

HOCKEY — To-day — Y.M.C.A. II. v. 3/9th Jut Regiment.
To-morrow—Hong Kong H.C. "A" v. Borderers.
L.A.W.N. BOWLS—To-day—Shanghai v. Kowloon C.C.
To-morrow—Shanghai v. Kowloon D.R.C.
Saturday—Hong Kong v. Shanghai.

MEETING — To-morrow—Kowloon Chess Club at 8.30 p.m.
RACING — Saturday — Ninth Extra Race Meeting.
CRICKET — Sunday—University v. Volunteers.

FOOTBALL — Saturday—First Division—Kowloon F.C. v. Club de Recreio at 4.30 p.m.

ABROAD.

FOOTBALL — Saturday — Full League Programme.

CHARITY FOOTBALL AT HOME.

Cup Holders Defeated at Villa Park.

LONDON SUCCESS.

London, Yesterday. In a Charity Shield match played to-day at Villa Park, Birmingham, the Arsenal beat West Bromwich Albion by a goal to nil—Reuter.

RADIO SPORTS BEAT RECREIO.

G. Singh Scores Four Goals.

At King's Park yesterday afternoon the Radio Sports Club beat the Club de Recreio by five goals to two in their hockey fixture. The winners were leading by three clear goals at the end of the first half. For the Radio Sports team G. Singh, at centre-forward was outstanding, netting four of the five goals.

SHANGHAI LOSE AT THE K.B.G.C.

Thirteenth Head Proves Lucky for Homesters.

BIG DEFEAT.

Playing against the Kowloon Bowling Green Club, on the K.B.G.C. green yesterday afternoon, Shanghai were defeated by 15 shots in a practice match before the Interport.

Scores:—
Kowloon B.G.C. Shanghai.
J. S. Nichol C. W. Glover
R. Hall H. E. Peck
E. W. L. Hogbin T. Main
A. M. Holland C. Richards
(Skip) 24 (Skip) 9

Heads	Shots	Total	Shots	Total
1	1	1	2	2
2	1	1	2	2
3	1	1	2	2
4	1	1	2	2
5	1	1	2	2
6	1	1	2	2
7	1	1	2	2
8	1	1	2	2
9	1	1	2	2
10	1	1	2	2
11	1	1	2	2
12	1	1	2	2
13	1	1	2	2
14	1	1	2	2
15	1	1	2	2
16	1	1	2	2
17	1	1	2	2
18	1	1	2	2
19	1	1	2	2
20	1	1	2	2
21	1	1	2	2
22	1	1	2	2
23	1	1	2	2
24	1	1	2	2

INTER-FACULTY TENNIS.

Engineering Beat the Arts.

UNIVERSITY EVENT.

An Inter-Faculty tennis match was played on the University courts yesterday, resulting in the Engineering section defeating the Arts students by 5½ sets to 3½.

Scores:—
L. Oppenheim and K. M. Lo (Engineers):—
beat Prof. Forster and W. K. Choa 6-4
beat Y. F. Chew and F. Zimmern 6-0
lost to I. P. Lee and D. J. N. Anderson 3-6

Prof. Redmond and P. L. Tan (Engineers):—
beat Prof. Forster and W. K. Choa 6-2
beat Y. F. Chew and F. Zimmern 6-4
beat I. P. Lee and D. J. N. Anderson 6-4

H. M. Lee and H. Z. Hoo (Engineers):—
lost to Prof. Forster and W. K. Choa 0-6
drew with Y. F. Chew and F. Zimmern 6-6
lost to I. P. Lee and D. J. N. Anderson 3-6

AQUATIC TITLES AT V.R.C.

Soares Wins Long Plunge.

LAWRENCE'S TRIUMPH.

Two championships in connection with the annual aquatic competitions held under the auspices of the Victoria Recreation Club were decided in the Club bath yesterday.

In the Long Plunge J. R. Soares won with a distance of 60 feet. The next best effort was by J. A. Victor, whose distance was 57 feet. E. Zimmern, F. X. Monteiro and L. Perelra were the other competitors.

W. Lawrence threw the polo ball 68 feet, this being the best recorded. C. Roza Perelra's best throw of 67½ feet took second place.

The Half-Mile Swimming Championship has been postponed.

STAR

TO-DAY TO SATURDAY

At 2.30, 5.20, 7.20, & 9.20.



HOT LAUGHS! HOT MAMAS! HOT SONGS!

HOT for PARIS

All Talking, Laughing, Movietone

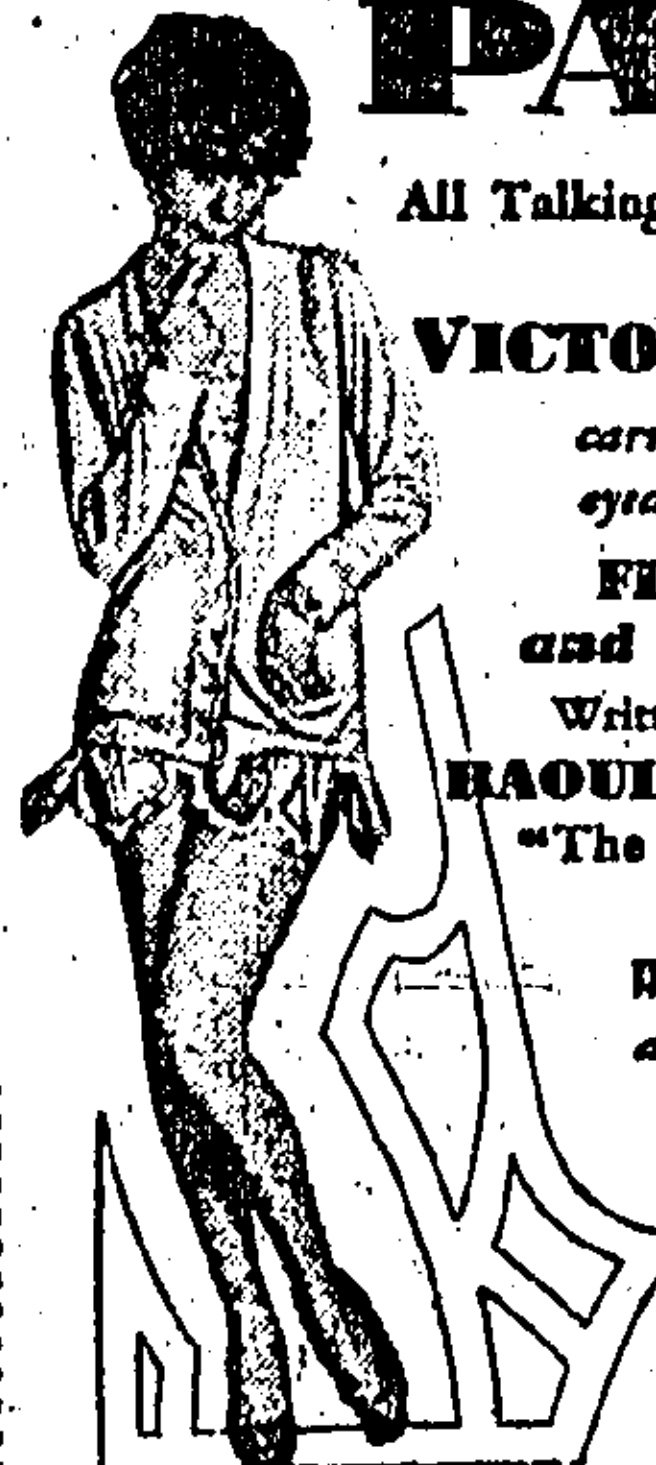
with
VICTOR McLAGLEN

carrying on his cock-eyed adventures with
FIFI DORSAY
and **EL BRENDEL**

Written and directed by
RAOUL WALSH, who made
"The Cock Eyed World"

Original song by
Walter Donaldson
and **Edgar Lally**

Presented by
WILLIAM FOX



G. FALCONER & CO., (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

MAJESTIC

TO-DAY & TO-MORROW At 2.30, 5.20, 7.20 & 9.20 P.M.



CLARA BOW

with

REGIS TOOMEY

WYNNE GIBSON

JULIETTE COMPTON

Kick In

(A Paramount Picture)

"CHILPRUFE"
Ideal for the Kiddies
in
OUTDOOR, AND UNDERWEAR,
ETC.
in all Sizes.

CHILPRUFE SOCKS
in
Tan, White and Fawn.

LANE, CRAWFORD, LTD.
Children's Dept.



DRINK ONLY
ELBSCHLOSS
EAGLE BRAND
BEER

SOLE AGENTS FOR HONG KONG:
THE WING ON CO., LTD.

PENINSULA HOTEL

"ROSE" ROOM

NOW OPEN NIGHTLY.

On
SATURDAY, 10th OCTOBER, 1931
(Until 1 a.m.)

SPECIAL ENTERTAINMENT

By
Mlle. ELEANORE NINON
&
LEO MANTIN.

For Reservations: Telephone 58081.

THE HONG KONG & SHANGHAI HOTELS, LTD.

CRICKET INTERPORT TRIAL MATCH.

H. R. B. Hancock to
Captain One Side.

STRONG KIS FOR SATURDAY.

The following have been selected to play in the first interport Trial Match on Saturday at the Hong Kong Cricket Club. Play will commence at 11.30 a.m. and the match will be served in the Pavilion.

Mr. H. R. B. Hancock's XI:—S. Ismail (I.R.C.), H. Owen Hughes (H.K.C.C.), A. Mien (I.R.C.), A. C. Beck (H.K.C.C.), D. J. N. Anderson (U.), E. R. Duckitt (H.K.C.C.), R. H. Griffiths (C.S.C.C.), F. Zimmerman (K.C.C.), G. C. Barnett (K.C.C.), H. P. Lim (C.C.C.), and A. C. I. Bowker (H.K.C.C.).
Mr. T. E. Pearce's XI:—Capt. G. E. Mirehouse (H.K.C.C.), A. Reid (H.K.C.C.), F. D. Pereira (I.R.C.), O. G. Simpson (H.K.C.C.), A. H. Madar (I.R.C.), E. J. R. Mitchell (H.K.C.C.), F. Goodwin (K.C.C.), E. F. Fincher (K.C.C.), J. C. Lyl (K.C.C.), W. Rigg (H.K.C.C.), and J. E. Richardson (O.S.C.C.).

AFGHAN HOCKEY SIDE.

National Team for Los Angeles Meet.

KING'S INTEREST.

Afghanistan will be represented at the Olympic Games in Los Angeles next year if tentative plans mature the present intention being to send a hockey team. It will be the first time that Afghanistan will be represented in international sport of any kind, and, indeed, sport of this type is practically unknown in Afghanistan, except for a little football and hockey in Kabul itself. The moving spirit in this ambitious project is apparently Syed Mahomed Yusuf, who, as S. M. Yusuf, will be well remembered as the former Lahore Government College and Cambridge University player, who proved such a valuable aid to the Indian Olympic team which won the world's championship at Amsterdam in 1928. As his chief helper he has Abdul Wahid, the old Cambridge Blue, who also used to be very well-known in Lahore hockey circles and who played in the trials there.

Two other good players are available in Kabul, and on this slender foundation Yusuf has proceeded to build up a team, the present strength of which appears to approximate to that of a moderate club side in India. The first official trial of the provisional team was played on the Maidan in Kabul before a large crowd, opposition being provided by a British Embassy team. The result was a draw of two goals all, Wahid scoring twice for Kabul and Captain Farwell twice for the Embassy, who were very hard pressed throughout the second half.

The Afghan side were exactly the same colours as do Cambridge University and they were not unlike those of the Indian International sides.

The difficulty presumably willing to raise the necessary funds, but the project will have the greatest sympathy of hockey players in India. The Afghan side could hardly hope to work wonders at Los Angeles next year, but Yusuf considers that the effort will be worth while, though unless the International Olympic Committee give very special permission, he himself will not be able to play, having already represented India in the Olympic games.

King Nadir Shah himself is very keen on encouraging the games and gives the organisers active support by attending their matches with his staff. Yusuf and Wahid both hold official appointments under the Kabul Government.

It is not improbable that there are at least a handful of hockey players in various centres in Northern India who are eligible to play for Afghanistan, so that if this unique entry is confirmed, Yusuf will be able to raise a much stronger side than that which is now being trained in Kabul.

This development has been mentioned to the councillors of the Indian Hockey Federation, and they suggest an investigation of the possibility of the Kabul team's being invited to play one or two matches in Northern India, and of a Federation XI of suitable strength visiting Kabul if the authorities there are agreeable.

CROSSING THE CHANNEL.

Other Ways Than by
Swimming.

LURE OF THE STRAITS.

Channel swimming, it is said, is on the wane. Some declare that it has become commonplace. It is true that this has not been a distinguished year. Although over a period of fifty-six years about 150 or more attempts, I believe, have been made, only seventeen entrants claim to have swum the English Channel from England to France or vice versa.

No other strip of water in the world has exercised such a lure as the Straits. It has brought swimmers from all parts of the globe to attempt its conquest. Success is accepted as the greatest distinction to be gained in the swimming world. The Channel crossing of late years has certainly been accomplished by rather surprising numbers, and in many cases by women, but a cross-Channel swim from France to England, over a course wherein the working of the currents is now so accurately known, has not all the difficulties of old times.

To swim the Channel as once it was understood one should emulate Capt. Webb's feat of 1876, and get from England to France across a piece of water the currents of which are but little known.

Webb's record stood unbroken for thirty-six years before T. W. Burgess, in 1911, accomplished the swim from England to France. He had made nineteen attempts before success came to him, writes Alfred this feat was again accomplished by H. Sullivan in 1923, over the same course. The task requires grit, dogged determination, stamina, courage, and patience, and such a combination is to be found in but few athletes.

If a Channel crossing by swimming has so often been attended by failure, there are other means of accomplishing it. A week or so ago the young Austrian, Karl Naumestnik, walked across the water. But skis used for that purpose are no new device. The feat was accomplished by a Mr. Fowler, an American, in 1878, who walked the Channel on what he called a "podoscaph." With this ingenious contrivance he stood upright, carrying a paddler, which he used as a man would in propelling a canoe. He reached Sandgate from Boulogne in twelve hours.

Paul Boyton's india-rubber suit floated him successfully from Dover to Calais in 1876. Long prior to this hazardous task Boyton had distinguished himself as Captain of the Life-Saving Services of Atlantic City, U.S.A., and had saved a number of drowning persons. With his "Merriman" life-saving suit he failed at the first attempt to cross the English Channel, but his second effort was crowned with success.

The first to arouse public interest in quite another form of Channel sport was Lord Desborough, who stroked an Oxford eight across to France in 4 hours 22 min. There was a lull in the excitement of these cross-Channel expeditions, until the Rev. S. Swann, an old Cambridge Blue, on September 12, 1911, established a record by rowing from Dover to Calais in a 20-ft. skiff in 3 hours 50 min.

A little later two Frenchmen, Peron and Levy, rowed from Boulogne to Folkestone and back in a double sculling skiff. Following, came a variety of this class of adventure. Charles Onions, a Frenchman, rowed from Boulogne to Folkestone in a light outrigger skiff, 8 ft. long, in six hours and a half.

Then came the Frenchman, Bleriot, who on July 5, 1909, flew the Channel from France to Dover. Miss Trehawke Davies was the first lady to cross the Channel in an aeroplane. The first air passenger to be carried across was a M. Dupre, the pilot being Mr. Gustav Hamel, an 80 h.p. two-seater Bleriot monoplane, starting from Dover, being used. A new era had opened.

Whatever I do I would rather be a professional than an amateur, that is, take it really seriously rather than as a pastime. I do not believe that amateur boxing is nearly so good a training for character as professional. More than anything else in the world professional boxing teaches you to concentrate. Teddy John.

POLO FLOURISHING IN AMERICA.

One of Most Popular
Sports.

LOSING GROUND IN ENGLAND.

Polo is flourishing to such an extent in America that they are wondering when the Challenge Cup will next leave their shores, and they are not without reason in having this view of their complete supremacy over England.

Polo has become in America one of the most popular of sports while in England the game is rather losing than gaining ground. The Americans base their superiority on the fact that they teach their players the game when young, the time when all who wish to become proficient in any sport should begin. The last English polo team averaged in age 40 as against the Americans' 26.

By the time a player is beginning to pick up the rudiments of the game in England, he is in the States a finished exponent of the game, and the holder of a handicap as high as players in England of more than twice his age. In the States many a boy learns to wield a mallet long before he knows how to drive a car, and the first thing the well-known players of yore do for their sons is to give them a mallet and stick a mallet in their hand. In this respect, there are young Milburns, Devereux, von Stades, and Webbs, now learning to become the worthy sons of their worthy sires.

Among the competitors for the American Open Championship will be Laddie Sanford's "Hurricanes" who will be composed of the three well-known internationals, Captain Pat Roark, Bobby Strawbridge, Winston Guest and Laddie Sanford himself. Such a combination is bound to take a deal of beating. The Hurricanes have won the American Open three times in the last five years, and they also proved victorious in the Champion Cup at Hurlingham in 1927, 1928 and 1930. This year, composed of Roark, Sanford, Wing Commander P. K. Wise and Captain D. J. E. Norton, they were defeated 4-4 by the Merchants four, John Trail, Humphrey Guinness, Captain J. P. Sanderson and Captain H. N. Scott-Robson.

It is reported that Laddie Sanford has now left England for good, and that all his ponies are to be shipped back to America. This decision will come as a great blow to polo enthusiasts at Hurlingham where "Laddie" was a most popular figure.

The colourful Gauchos of the Argentine Pampas are now in the U.S.A. as they have accompanied the Santa Paula team (who beat the Hurricanes in the Open) now touring the States in charge of the ponies. These South American cowboys in their black, wide-brimmed hats, gold gemmed jackets, expansive breeches and glistening high-heeled boots serve under a figure who is identified with the Argentine's rise to fame in the polo world. This gentleman is Jack Nelson who, at one time a famous player, is now manager-coach and master of horse of the famous Santa Paula Four. It was Jack Nelson who in 1922 took a team of Argentines across the Atlantic for their first International Tournament and carried them to victory in the Champion Cup. He it was who rode with the same team in the American Open when it reached the final, only to be beaten by a Hitchcock-Milburn combination, and he it was who led another Argentine Four to victory in the final of the Olympic Tournament in 1924.

Jack Nelson is without a doubt one of the figure-heads in the polo world, and it is England who can lay claim to this celebrity, for he was born in London of British parents. However, he is without a doubt responsible for the high position the Argentine holds in the polo world to-day. Polo was begun in Buenos Aires as early as 1886 when a team of English sportsmen introduced the game, which has now become a national pastime.

George Duncan's tip to avoid "ice-itis"—searching for a tee after the ball has been driven—is to loosen it after placing it in position when the ground is hard. It avoids far. The tip may be helpful, but few golfers swing the club as truly as Duncan. Anthony Spalding.

If you want to win matches at Soccer you must find your man; the rest is easy. The team which learns how to find its man can exploit all sorts of manoeuvres. Andy Wilson.

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The China Mail

Hong Kong, Thursday, Oct. 8, 1931.

A Fetish?

On September 28, the Pinang Gazette prefaced a leading article with the query: "Are we not making a fetish of education in Malaya?" In an advanced class only one out of every ten pupils has the capacity for absorbing all the knowledge put before him. The other nine are mediocre or merely dull. They either cannot learn or have no desire to go beyond the stage where they can count with accuracy and write a passable letter. They are fit for nothing better than a poorly paid clerkship; yet many would make good practical tradesmen, but a knowledge of classics and a close acquaintance with higher mathematics does not equip a lad for wielding a spanner or operating a turning lathe. Our contemporary continues: "We cannot escape the fact that our present system of education involves the waste of a great deal of time and money, and patience on the part of the teachers. Another fault is that it has a tendency to turn out clerks instead of skilled tradesmen. Whether the nature of the education creates a contempt for manual labour or not we do not pretend to know, but it is abundantly evident that something definite should be done in order to turn the ambitions of boys into channels other than that of poorly paid employment in offices."

Those submissions apply, of course, not alone to Penang, but to Hong Kong and other Crown Colonies where colossal votes are granted under the sacred name of "education." In Hong Kong, however, an effort is to be made next year to reply in part to such submissions by the opening of a Junior Technical School through the unwarranted sacrifice of the Victoria British School. Provision is made in the Estimates for \$5,000 for furniture and equipment, whilst other votes are included for a headmaster, carpentry instructor, teacher of building construction, and two University trained teachers. It is not anticipated

at a moment when the community is being overburdened with increasing rates, taxes, and imposts of every conceivable kind that the Junior Technical School will pay for itself by fees received. It is intended for the sons of comparatively poor parents — boys who will be apprenticed to engineering firms or otherwise earning their living in the day and learning the theoretical side of their work in the evening.

Some day, some year, a start will have to be made in providing technical instruction for lads of poor parents — particularly British-born or Hong Kong-born — and if the Government does not mind losing on the venture, apparently the community is expected to make up the money somehow! The "cause" — that blessed word — is a laudable one. In course of time — 20 or 30 years hence — it may be expected to exercise some visible effect on the influx into mercantile offices of "half-baked" pupils from schools, colleges, and University. Meanwhile the fetish of education will be prominent in every Budget and thousands of good dollars thrown like water down a sieve without any proportionate return to those who are called upon to bear the burden. The whole question of education, it has been asserted, has been exercising the minds of the higher authorities; but there is scant evidence of it in the 1932 Estimates, which provide no less than \$2,046,096 for education, compared with \$1,139,708 in 1931.

From Other Pens.

Island Shifts To Mainland.

An historic little island known as the Isle of Pheasants in the Bidassoa River, on the frontier between France and Spain, is gradually ceasing to be an island, and through changes in the river's course, is becoming attached to the French shore. It was here that, in 1659, the conference was held which brought an end to the long war between France and Spain which persisted even after general European peace was established by the Treaty of Westphalia in 1648. The island was then exactly in the middle of the river, and great care was taken to build the special pavilion erected for the use of the negotiators in the exact centre

of the island, which, it was agreed, should be recognized as belonging half to France and half to Spain. The principal actors in the drama of 1659 were Mazarin and Louis XIV on the French side, and Don Luis de Haro and Philip IV for Spain. Two hundred years later, in 1859, Napoleon III and Queen Isabella of Spain caused to be erected there a stone monument bearing an inscription in French on one side and in Spanish on the other commemorating the happy event of two centuries before. Although the river appears to be partial to France, no international complications are expected to arise even if the island should cease to be an island for it is of no importance, strategically or economically, and the monument will continue to mark the prevailing friendship between people on both sides of the frontier.

Bold Yachtsman Launches Craft.

Alain Gerbault, who circumnavigated the globe in his little Firecrest, has completed a new boat in which he will shortly sail for the islands of the Pacific. It was launched on the waters of the Seine at Sartrouville, near Paris, in the presence of Charles de Chappedaine, Minister of Merchant Marine, and friends of M. Gerbault whose names are well known in yachting and lawn-tennis circles. Jean Borotra was there, also Mme. Heriot, the celebrated yachtswoman, and Dr. Charcot, the antarctic explorer. A troop of Boy Scouts was on hand to show its admiration for the man who sails great oceans in so slight a craft, and four natives of New Caledonia who had met Gerbault when he was cruising in the Firecrest came to shake his hand in all the glory of their feathered headdresses and war kit. The new boat is to bear a Polynesian name which signifies "Fair Daughters of the Sun." It is about 34 feet long and 10 feet wide and has a displacement of 12 tons. It is built of tank wood especially imported from Siam and is lined with rustproof Monel metal. There is a cozy library, and dark rooms are provided for developing and printing photographs. The boat is weighted with many tons of lead to safeguard it against heavy waves and there is equipment for distilling salt water in case of need.

News in Brief.

The lowest open air temperature yesterday was 79 degrees. The humidity was 78 at 10 a.m. and 4 p.m.

Charged with making fast to the s.s. Haiyung while she was under way in the Harbour yesterday, the master of a passenger sampan, this morning in the Marine Court, was fined \$10, or in default a week's imprisonment.

Personal Pars.

Wt. Wardmaster E. J. Hoare has been appointed to the Tamar for R.N. Hospital, Hong Kong, October 27.

It is learned that the King of Siam, who passed through the Colony last week-end accompanied by the Queen has donated from his Privy Purse \$22,000 toward the Yangtze Flood Relief Fund.

Mr. M. A. Cooper, B. Com., Lecturer in Commerce, will deliver his Presidential address to the University Law and Commerce Society, on Monday at 8.30 p.m. in the Union Assembly room. The subject of the address will be "Population." All interested are cordially welcome.

The following forthcoming weddings are announced:—George James Peed, living at the Y.M.C.A., Kowloon, and Gladys Margaret Fishpool, en route from Home on the s.s. Rajputana. Eduardo Antonio Noronha, of 8, Gordon Terrace, Kowloon, and Maria Pia Formosa Gutierrez, of 22, Granville Road, Kowloon.

Among those present at the whilst drive in the Helena May Institute under the auspices of the Police branch of the M.O.L. yesterday were: Mrs. W. T. Southern, Mrs. H. T. Cressy, President of the League, and Mrs. E. D. C. Wolfe, President of the Police Branch. Lady Peel presented the prizes at the end of the drive. The winners were: 1st prize, Mr. Hynes; 2nd prize, Mrs. Longbottom; 3rd prize, Mrs. Laing; 4th prize, Mrs. Fooks. Raffle: 1st prize, No. 25, Mrs. Bloor; 2nd prize, No. 34, Mrs. Weatherby.

LONDON PRESS CLUB HOLDS EXHIBITION OF NEWSPAPERS DATING FROM 1625.

London.—For the first time in the history of British journalism, Fleet Street has seen a panorama of the newspapers which have been streaming from its noisy presses since the commencement of the seventeenth century. The London Press Club has to-day probably the finest library of any newspaper club in the world, and outside a few of the great museums, it can claim, appropriately, the best collection of historic newspapers. These were arranged on exhibition recently by Andrew Stewart, the club's honorary librarian, and attracted numbers of distinguished people to the reporters' traditional retreat, tucked away in a surprisingly peaceful backwater off Fleet Street's roaring stream.

Mr. Stewart, who has been responsible for the great growth of the Press Club Library in the last 10 years, has amassed a fine collection of seventeenth and eighteenth century sheets, and to these have been added the valuable specimens of the Henry Sell collection, presented to the Press Club recently by Alfred Sell. The Sell exhibits include a copy of the first English newspaper, "A Continuation of Our Weekly News," a spasmodic production, which, judging by No. 11 (published in 1625, three years after the first issue), was edited by pioneer journalists with a prophetic foresight of the "pull" in headlines. Its front page summarises in this fashion all manner of disturbing news, "from Rome, Venice, Naples, Milan, Savoy, Germany, France, Denmark, the Low Countries and divers other places of Christendom."

From this beginning, as we pass along the collection, we see the press of Britain expanding, drawing into itself the great writers of each succeeding generation, and developing into the recognisable ancestor of the newspaper of to-day. There was good "copy" in abundance, close to hand, at the time of the Civil War, and it is around this era that the leader writer and the special correspondent commence their vivid art. Up to this time the "Perfect Diurnall" and so forth has been, in the main, reports of parliamentary proceedings.

The first regularly illustrated periodical appears in 1642—"Mercurius Civicus, London's Intelligence"—and advertisements are introduced into newspapers for the first time in 1647 in "Perfect Occurrences of Every Daye Journal in Parliament."

The first daily newspaper, the Daily Courant, was launched on its career March 11, 1702, and the Press Club has a copy from the year 1705. Then follow the Tatler and the Spectator, with writings by Steele and Addison, and the first "serial"—Robinson Crusoe, by Daniel Defoe, in the Daily Post (1720). In 1706 appeared the first evening newspaper, the Evening Post. Early "features" are Dr. Johnson (glad to write "stories" for the London Chronicle in 1767 for a guinea a piece), the poet Cowper, contributing to the Cornet, about the same time, and the celebrated letters of Cato, in the London Journal (1721) and of Junius, in the Public Advertiser (1791).

So is presented a "slow motion picture" as it were, of almost the entire history of the British press. The Corantos of the Reigns of Elizabeth (1558-1603) and James I. (1603-1625), which were the forerunners of the newspaper, are not yet represented among the exhibits, but from the succeeding phase of development there is a continuous sequence of the most important items, which have a wide "human" appeal, and a specially poignant interest to those newspaper men and printers who to-day are carrying on the work of chronicling history while it is being made.

ACCOUNTANCY EXAMINATION.

Far East Institute of Accountancy.

The results of the first examination held under the auspices of the recently formed Far East Institute of Accountants and Auditors, which it is now proposed to apply for incorporation, have been announced by the Registrar, Mr. Ernest A. Udy, as follows:—
Accountancy—Messrs. H. Mann, C. K. Yip, I. Greenberg, J. Hunt, Benedict Loo, H. E. Lanpart, C. Basilio, M. J. De Sousa, E. C. C. Johnson, G. Ai Low, K. H. Chang.
Auditing—Messrs. I. Greenberg, H. Mann, J. Hunt, C. K. Yip, Benedict Loo, H. E. Lanpart, C. Basilio, M. J. De Sousa, E. C. C. Johnson.
The above are in accordance with the marks obtained.

U.S. PRESIDENCY.

Candidature of Mr. James A. Reed.

COOLIDGE NOT TO STAND.

Kansas City, Sept. 28. Politicians to-day believed that James A. Reed would soon announce his candidacy for the Democratic presidential nomination, in view of his declaration that prohibition must be considered in the presidential campaign from the economic standpoint.

In a statement Reed declared that enforcement already has cost the country \$4,000,000,000 while an equal amount in internal revenue has been lost.

Reed, Senator for three terms, has been a Democratic possibility for the presidential candidacy during the last few national conventions.—United Press.

Coolidge Will Not Stand.

Washington, Sept. 29.

Calvin Coolidge doesn't intend to run for President in 1932, but proposes to support President Hoover for a second nomination. His stand is regarded in political circles as undoubtedly having brought President Hoover's nomination much nearer.

In a copyrighted article for the Saturday Evening Post to-day, former President Coolidge said: "When we need more harmony, more co-operation and more confidence, it would be a disservice to promote factional conflict against the President in office. The responsible elements of our party should offer a solid front in support of the President. That is the course that I propose to pursue."

While a few were sceptical and paused to read between the lines, most political leaders saw in these words the dissipation of the greatest hazard between President Hoover and renomination.

For months political gossip has played the possibility that Coolidge would emerge from retirement and lead the Republican party through the troublous campaign year.

From at least one state definite overtures have been made for the use of Coolidge's name in the party primary. In other states plans are afoot to corral blocs of delegates who might be expected to turn toward him.

From all of this the former President has dissented, reiterating that he sought to prevent his renomination three years ago and asking: "Why should it be supposed that what I was then seeking to escape I am now seeking to acquire?" He asserted that even to gain temporary victory no party should temporise, compromise or desert its leaders.—Associated Press.

In the past I have often had occasion to speak of insurance, popularly mislabeled the dole. To-day I am afraid that it might be truer to speak of the dole, officially mislabeled insurance.—Sir William Beveridge.

To-day's Thought.

Your ideals cannot change without your ideas changing.

Ten Years Ago.

From the "China Mail" of October 8, 1921.

To-day's dollar is worth 2/10%.

In connection with the announcement by the Chairman of the Dairy Farm Ice and Cold Storage Co., Ltd., at the annual meeting of that concern to-day, that Messrs. Wiseman, Ltd., will not proceed with the negotiations for the merger with the Hong Kong Hotel Co. and the Dairy Farm, it is understood that the reasons for this decision will probably find explanation when the negotiation between the two companies still interested in the project comes to a head.

It is also believed that the party Messrs. Wiseman's business was to play in the scheme will not be abandoned, and that the Hong Kong Hotel will arrange to accommodate on its own extensive premises the American delicatessen store originally planned for Wiseman's. This store, which it is thought will be placed handy to the roof garden lifts, will be fitted up with the latest thing in ice cream soda fountains.

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2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE: — \$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

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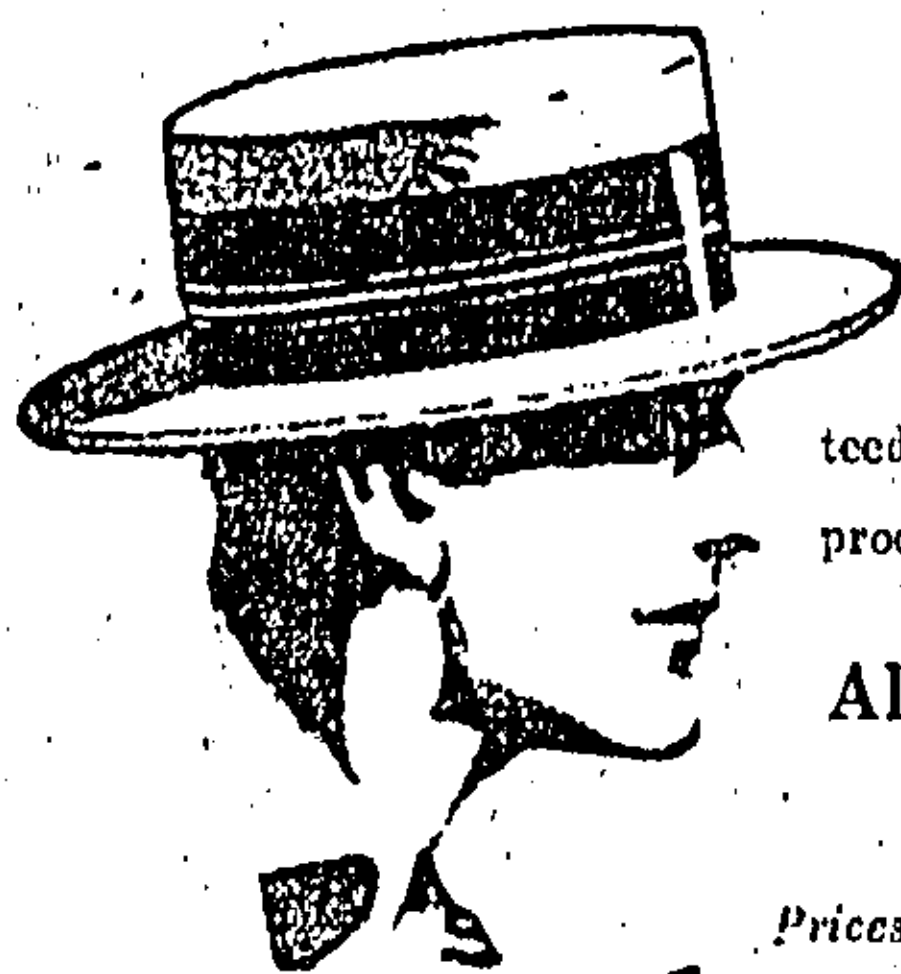
There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried grouper, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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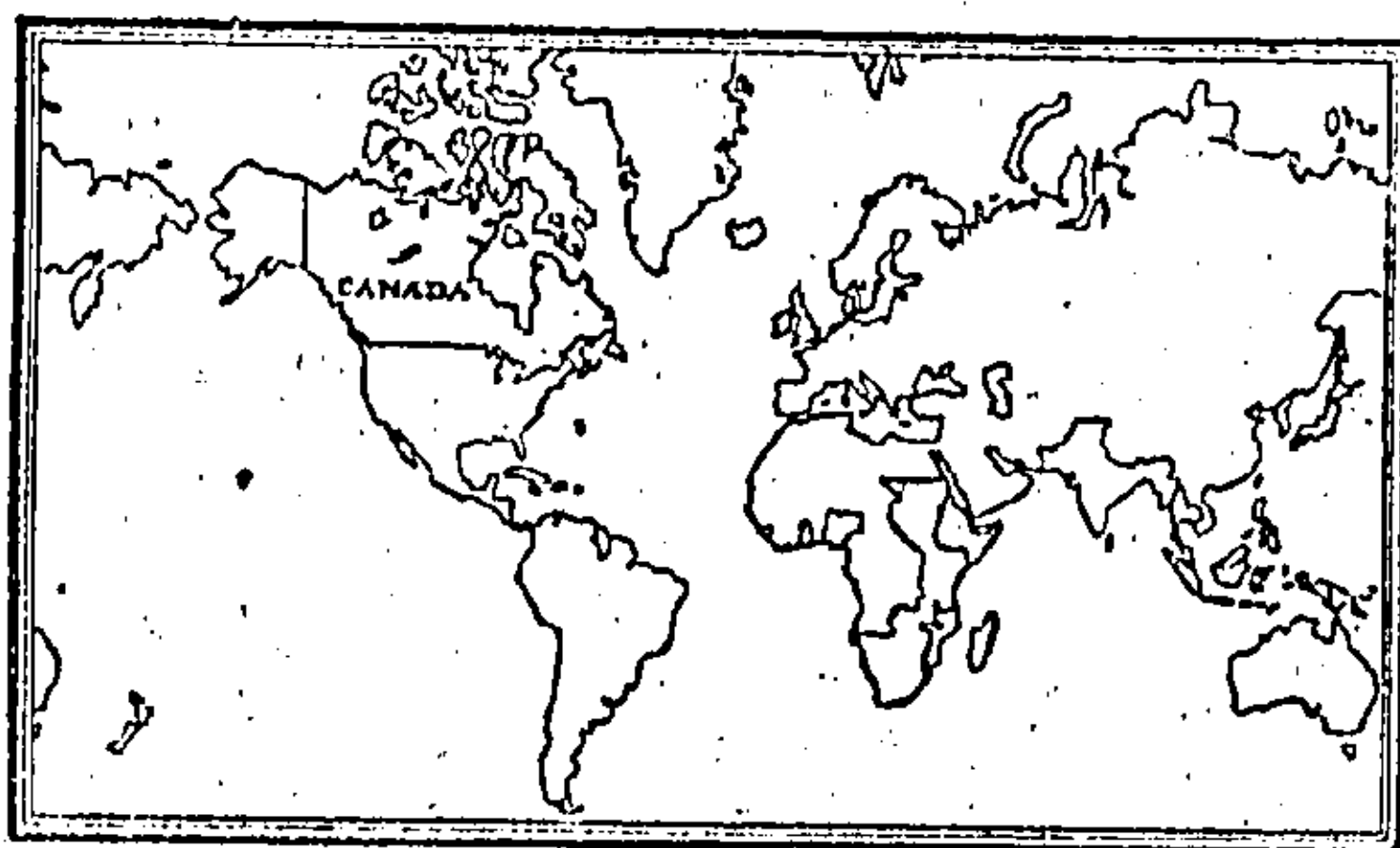
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ROUND THE LOCAL
CINEMAS.Reviews from Official
Sources.

"3 GIRLS LOST."

First a frontiersman, then a college student, and now a young and budding architect. These three vocations represent the three screen roles that John Wayne has enacted in his meteoric career since he was selected from a horde of prospects to play the buckskin clad hero in "The Big Trail." The collegiate role came in the making of "Girls Demand Excitement" and currently he is to be seen in the third portrayal in the Fox comedy drama, "3 Girls Lost," which is now attracting crowds to the King's Theatre.

The new offering, with the delightful Loretta Young in the feminine lead and Lew Cody in one of those debonair villainous roles which won him fame in the silent days, is woven around the romances of three country girls upon their arrival in Chicago.

Joyce Compton, who was last seen in "Lightnin'" and Joan Marsh, are the other two members of the feminine trio.

"ON WITH THE SHOW."

"On With The Show," the first 100 per cent. natural colour, talking, singing, dancing picture, a Warner Bros. and Vitaphone Picture, is showing to-day at the Queen's Theatre. The new colour process that was used brings out the gorgeous settings and the costumes of the players in their natural tints.

A chorus of 100 dazzling Hollywood beauties is one of the features of "On With The Show," appearing in lavish ensembles prepared by Larry Cebellos, famous dance director.

The all-star cast shows Betty Compson, Joe E. Brown, Sally O'Neil, Arthur Lake, Ethel Waters, Louis Fazenda and the Fairbanks Twins.

"A CONNECTICUT YANKEE"

Although Mark Twain never confided to anyone just how he got the idea for his greatest comedy satire, "A Connecticut Yankee," he gives a pretty good hint in a foreword to his masterpiece. He tells of a visit to a British museum. Among other relics of the past, were many suits of armour.

One breastplate, supposed to have dated back to the sixth century and to have been worn by a "Sir Sagrator," especially interested him because of a bullet-hole right over the heart.

The incident of the bullet hole set a whole chain of thoughts running through his head, and Twain finally reached an explanation entirely satisfactory to himself and one which has proved eminently satisfactory to millions who have read his famous book. "A Connecticut Yankee" is the latest Fox Starring vehicle for Will Rogers, and will be shown soon at the King's Theatre.

"REACHING FOR THE MOON."

Eighteen years old and convent educated, Luana Walters is the latest Hollywood Cinderella, playing a part in Douglas Fairbanks's new picture, "Reaching For The Moon," with Bebe Daniels, which comes to the Queen's Theatre on Sunday.

"Reaching For The Moon," marks her first picture appearance. She was given an opportunity to act in important scenes with Miss Daniels. The cast of "Reaching For The Moon" includes Edward Everett Horton, Jack Mulhall, June MacCloy, Claud Allister, Walker Walker, Emmett Corrigan, Helen Jerome Eddy, Phil Tead and Adrienne d'Abicourt.

ALWAYS COMFORTABLE



KING'S

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-8 p.m.—European Programme of Victor Records.

5-5.30 p.m.—Orchestral.

Moment Musicae (Schubert).

Philadelphia Symphony Orchestra.

Egmont Overture (Beethoven).

Victor Symphony Orchestra.

In a Clock Store (Orth).

A Hunt in the Black Forest (Voelker).

Victor Concert Orchestra.

Raymond Overture (Thomas).

Victor Symphony Orchestra.

5.30-6 p.m.—From the Studio—European Children's Programme.

6-6.35 p.m.—Variety.

Humorous Duet—Down by the Wayside.

Winegar Winks, Aileen Stanley and Billy Murray.

Humorous Song—Roll 'Em Girls.

Billy Murray.

Hawaiian Song—Hano Hano Hawaii.

Kane's Hawaiians.

Instrumental—Johnson's Old Grey Mule.

Pass Around the Bottle, Georgia Yellow Hammers.

Duet for Two Pianos—Dance of the Paper Dolls.

Ragamuffin, Victor Arden-Phil Ohman.

Humorous Song—That's Where You Come In.

Chick Endor.

6.35-6.51 p.m.—Organ Solos.

Prelude in E Flat (Saint-Saens).

The Swan (Saint-Saens).

Reginald Foort.

6.51-7.15 p.m.—Operatic.

Song—This Love Has Long Been a Rare Virtue.

Maria Jeriza (Soprano).

Chorus—Samson et Dalila—Dawn Now.

Heralds the Day (Saint-Saens).

Metropolitan Opera Chorus.

Orchestral—Die Fledermaus—The Bat—You and You.

(Strauss).

Chicago Symphony Orchestra.

Song—Damnation of Faust—While You Play at Sleeping (Berlioz).

Marcel Journet (Bass).

7.15-7.32 p.m.—Instrumental.

Piano Solo—Spinning Song (Mendelssohn).

Sergei Rachmaninoff.

Violin Solo—Caprice Antique (Balogh-Kreller).

Fritz Kreisler.

Piano Solo—Etude Tableau (Rachmaninoff).

Sergei Rachmaninoff.

Violin Solo—Estrellita (Ponce-Helfetz).

Valse, Bluettes (Drigo-Auer).

Jascha Helfetz.

7.32-8 p.m.—Musical Comedy.

Gems from "Cocoanuts".

Gems from "Sunny".

Gems from "No No Nanette".

Gems from "Rose Marie".

Victor Light Opera Co.

8 p.m.—Local Time.

8.03-10.30 p.m.—Chinese Programme.

10.33 p.m.—Close Down.

Moon includes Edward Everett Horton, Jack Mulhall, June MacCloy, Claud Allister, Walker Walker, Emmett Corrigan, Helen Jerome Eddy, Phil Tead and Adrienne d'Abicourt.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Saturday, October 10, the General Post Office will be open from 8 a.m. to noon, Kowloon Post Office 8 a.m. to 11 a.m., and the other Branch Post Offices 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAILS.

THURSDAY, OCTOBER 8.
Europe via Suez (Letters & Papers, London).
Sept. 10 and Parcels, Sept. 3) Naldora
FRIDAY, OCTOBER 9.
Shanghai and Europe via Siberia (London).
Sept. 19) Vogtland
Australia and Manila) Changte
Japan, Shanghai and Europe via Siberia
(London, Sept. 19) Mantua
U.S.A., Canada, Japan & Shanghai (Seattle).
Sept. 19) President Madison

OUTWARD MAILS.

THURSDAY, OCTOBER 8.
Amoy Tai Yuan 3.30 p.m.
Samshul and Wuchow Tai Hing 4 p.m.
Amoy Santhia 5 p.m.
Hohow, Pakhoi and Haiphong Solviken 5 p.m.
Formosa Benwyvis 5 p.m.
FRIDAY, OCTOBER 9.
Rabaul Bremerhaven 10.30 a.m.
Hohow, Pakhoi and Haiphong Klungchow 12.30 p.m.
Manila and Parcela only for Germany via Hamburg) Vogtland 12.30 p.m.
Shanghai, Japan and Europe via Siberia Klungchow 12.30 p.m.

*Superscribed correspondence only.

SHADOWS BEFORE

COMING EVENTS ADVERTISED
IN CHINA MAIL.

Social Functions.
To-night—Dinner Dances at Hong Kong and Peninsula Hotels.

Entertainments.
To-day—King's Theatre:
"3 Lost Girls."

To-day—Queen's Theatre:
"On With The Show."

To-day—Central Theatre:
"Romance of the Opera."

To-day—Majestic Theatre:
"Kick In."

To-day—Star Theatre:
"Hot for Paris."

Home Malls.
To-day—Inward from Europe via Suez (Naldora).

To-morrow—Inward from Europe via Siberia (Vogtland); Outward for Europe via Siberia (Naldora) 10.30 a.m.

Meetings.
To-day—Hong Kong Horticultural Society, Jardine, Matheson Co.'s Board Room, 5.15 p.m.

To-morrow—Hong Kong and Canton Ice Manufacturing Co., Ltd., 2 Lower Albert Road, 10.45 a.m.

Lammerts' Auction.
To-morrow—At Sales Room, household furniture, 2.30 p.m.

Miscellaneous.
Monday—Sale of Work (M.C.L. Children's Club), at Peak Club, 3.30 p.m.

Land Sales.
October 12—At P.W.D. Sales Room, two lots of Crown land, 3 p.m.

MR. SHOEMAKER.
Death in Singapore from Heart Failure.

FORMERLY IN HONG KONG.
Singapore, Sept. 25.

Mr. W. M. Shoemaker, of the Standard Oil Company of New York, died suddenly in Singapore yesterday at the age of 37 from heart failure while in the General Hospital suffering from malaria.

Mr. Shoemaker had been in charge of the Standard Oil Company of New York installation at Pulo Sebarok for the past five years. Before coming to Singapore he had been in the service of the company in Canton, Hong Kong, and Manila. Mr. Shoemaker made a great many friends since his arrival in Singapore, and will be greatly missed by all those who knew him. As a mark of respect, the Standard Oil Company offices were closed yesterday afternoon.

He is survived by his widow in Singapore and his mother, Mrs. Joseph Seidler Shoemaker, who is in America.

The funeral took place in the afternoon, the Rev. A. Eklund taking the service at the Bidadari Cemetery Chapel. Later the remains were taken to the crematorium at Yio Chu Kang Road.—Straits Times.

Thinking of New Records?
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NOTICE.

ON SATURDAY, October 10, 1931, All Departments will be CLOSED.

The Hong Kong Dispensary, Dispensing Department, will be OPEN for dispensing Prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LIMITED.
Hong Kong, October 8, 1931.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 12th day of October, 1931, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, and less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Lots.	Registry No.	Locality.	Boundary Measurements.	Contents in Sq. Ft.	Annual Rental
			N. S. E. W.	About	
			ft. ft. ft. ft.		
		En Chan Street.	As per sale plan.	3,243	60

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NEXT SAILINGS FROM HONG KONG

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S.S. MONCALIERI (cargo boat)	Oct. 25	Nov. 22
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S.S. PILSNA (passenger boat)	Oct. 20	Nov. 1
S.S. GANGE (passenger boat)	Nov. 10	Nov. 28
S.S. VENEZIA-L (pass. & cargo boat)	Nov. 16	Dec. 20
M.V. HILDA (cargo boat)	Dec. 14	Jan. 17
S.S. CRACOVIA (passenger boat)	Dec. 15	Dec. 27

* Outward voyage to Shanghai only.
Particular attention is called to the s.s. Gange which will make the voyage Hong Kong-Italy in 24 days thus allowing London passengers to reach London in 25 days in time for the Christmas Holidays.

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SHINYO MARU	Wednesday, 28th October.
CHICHIBU MARU	Wednesday, 28th October.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 3rd November.
HIYE MARU	Tuesday, 3rd November.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	Saturday, 17th October.
HARUNA MARU	Saturday, 31st October.
KATOHI MARU	Saturday, 31st October.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 24th October.
KAMO MARU	Saturday, 24th October.
KITANO MARU	Saturday, 24th October.
BOMBAY via Singapore, Penang, & Colombo.	Monday, 14th October.
TANGO MARU	Monday, 14th October.
GENOA MARU	Monday, 26th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Thursday, 15th October.
RAKUYO MARU	Thursday, 15th October.
NEW YORK, BOSTON via Panama.	Wednesday, 11th November.
TSUYAMA MARU	Wednesday, 11th November.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	Monday, 12th October.
LIMA MARU	Monday, 12th October.
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 8th October.
HAKODATE MARU	Thursday, 8th October.
MORIOKA MARU	Thursday, 15th October.
YANGHAI, KOBE & YOKOHAMA.	Friday, 16th October.
KITANO MARU (Nagasaki direct)	Friday, 16th October.
HAKONE MARU	Friday, 16th October.
DAKAR MARU	Thursday, 22nd October.

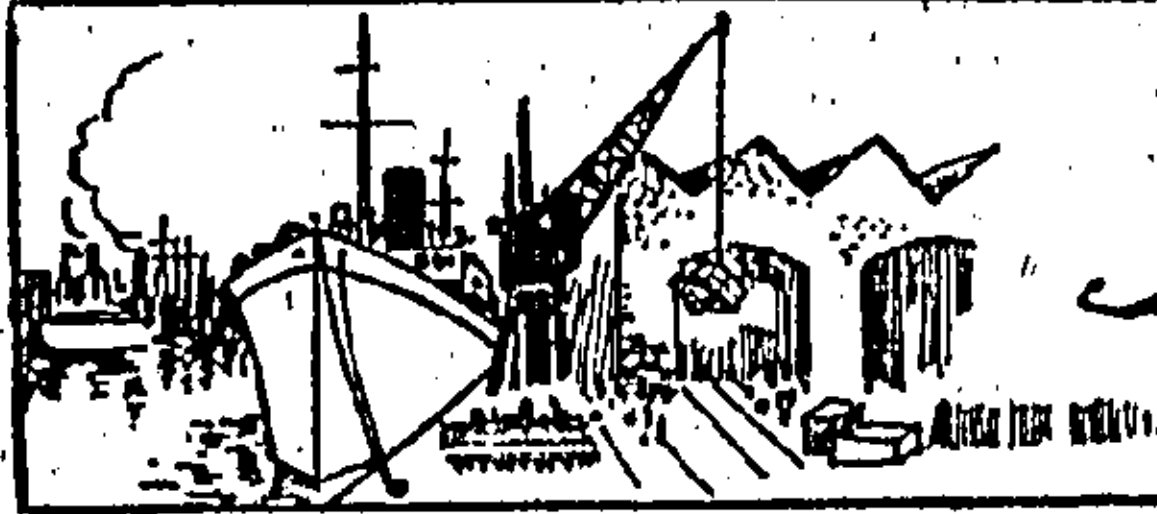
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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Rio de Janeiro Maru	Thurs., 5th Nov.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Arabia Maru	Wed., 4th Nov.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila, Japan Ports (Frequent Services).	Melbourne Maru	Fri., 9th Nov.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Indus Maru	Fri., 9th Oct.
NEW YORK via Japan ports, Los Angeles & Baltimore. Call Direct at Boston, Philadelphia & Baltimore.	Alaska Maru	Sun., 11th Oct.
BOMBAY & KARACHI via Singapore, Bolewan Doli & Colombo.	Tokai Maru	Fri., 23rd Oct.
CALCUTTA via Singapore, Penang & Rangoon.	Borneo Maru	Mon., 19th Oct.
BAIPONG via Hoihow & Pakhol (Fortnightly).	Havana Maru	Sun., 18th Oct.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Menado Maru	Sat., 17th Oct.
JAPAN PORTS via Keelung & Shanghai.	Canton Maru	Docking—No Sailing Sun., 11th Oct.
YAKAO via Swatow & Amoy (Fortnightly).	Nitto Maru	Wed., 12th Oct.
	Deli Maru	Thurs., 22nd Oct.

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The President Coolidge, second of the Dollar Steamship Line's \$8,000,000 ships, is exactly the same as the President Hoover in regard to tonnage, dimensions and cargo and passenger carrying capacity. The only difference of any consequence between the two vessels is in the machinery installation. The propulsion machinery and electric auxiliaries for the President Coolidge were furnished by the Westinghouse Electric and Manufacturing Company. She is scheduled to leave New York, October 15, for California and the Orient.

Propelling Equipment.

The turbine electric propulsion machinery on the President Coolidge includes 2 13,250 h.p., 4,000 volt, 3 phase, 44 cycle, 40 pole, 133 r.p.m. propelling motors of the synchronous type. These motors are self-contained units, the rotors being carried in sleeve type bearings supported by heavy end brackets secured to the motor frame. The motors are separately ventilated the cooling air being taken out of the engine room, drawn through the motor, and passed out a duct in the after stack. This ventilation is obtained by means of a motor driven propeller type blower mounted in the duct above each main motor.

For supplying power to these motors there are two main turbine generator sets each consisting of a 14,000 b.h.p. turbine and a 10,200 kw. generator. The turbines are

of the Westinghouse combination impulse and reaction type. These units operate at 2,660 r.p.m. for full power conditions. They are designed for use with steam at 275 lb. gauge pressure at the throttle, 200 deg. F. superheat and 28½" vacuum.

Main Turbines.

Each main turbine is fitted with a full oil operated governor. This governor depends for its operation on the variation in oil pressure produced by changes in speed of an impeller which is mounted on the turbine rotor. Since the speed of the propelling motor with this system of propulsion is controlled by varying the speed of the turbine, an adjustable speed mechanism is provided in connection with the turbine governor. This consists of a simple relief valve which is located on the main control board and is operated by a lever. Thus, the only connection between the control board and the main turbine required for speed control is a small pipe to carry the oil from the governor and a drain pipe to the sump tank.

The turbine is also provided with an automatic stop governor and an oil operated throttle valve. Lubricating oil for the bearings of the main units and oil for operation of the governor systems is furnished by either of two small turbine driven lubricating oil pumps which provide oil for these services at required pressures. The lubricating oil is pumped through coolers to a gravity tank and from this point it is led to the bearings.

(Continued on Page 10.)

WILL ROGERS

KING'S
A Connecticut
COMING Yankee NEXT

NEW LINER.

President Coolidge's Maiden Voyage.

The finishing touches are being put on the President Coolidge at Newport News shipyard, preparatory to the huge all-electric Dollar Liner taking her place in the New York California-Manila service.

The President Coolidge under the command of Captain K. A. Ahlin, will sail from Newport News on the morning of October 11, arriving at New York the following morning and departing on her initial voyage westward on October 15.

Shipping experts have pronounced the President Coolidge fully the equal of the President Hoover which has been pronounced America's most beautiful liner.

Mr. William Dugan is Chief Engineer of the President Coolidge with Mr. Edward Sealey as Purser and Mr. Harry Laycock in charge of the Stewards Department.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Oct. 5	Oct. 6
West River at Shihling	10.4	12.2
North River at Samshui	8.3	7.9
North River at Tsingyuen	8.1	7.3
East River at Sheklung	3.8	3.5
The highest levels recorded are:—Shihling, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.8 feet; Sheklung, 11.5 feet.		
The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.		

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Bonwyvis are reminded to take delivery of their goods which will be subject to rent after October 14.

STEAMER MOVEMENTS.

The P. & O. s.s. Allpore left Singapore for this port on October 5 at 2 p.m. and is due here on October 11 at about noon.

WEST RIVER PIRACY RECALLED.

New Naval Attache to Embassies.

CAPT. J. U. P. FITZGERALD.

The appointment is announced of Captain J. U. P. Fitzgerald to be Naval Attache to H.M. Embassies at Paris, Brussels, Madrid, and Lisbon, and to H.M. Legation at The Hague, with headquarters at Paris, from October 8. He succeeds Captain G. W. Hallifax, who completes two years in the post this month.

Capt. Fitzgerald is an interpreter in French and Spanish and a graduate of the R.N. Staff College. He last served in command of the cruiser Caledon, Mediterranean Fleet, and was promoted to his present rank in June, 1929, while serving on the Naval Staff.

In the war he served in the battleship Collingwood, the flotilla leader Vampire, and the cruiser Champion. During 1925-27 he was senior officer of the gunboats on the West River, China, and while holding this post was concerned in the investigation of the murder of an official of the Asiatic Petroleum Co. by Chinese pirates.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Berwick—North arm.
Bridgewater—North wall.
Cornflower—No. 8 buoy.
Medway—In dock.
Moth—South wall.
Perseus—East wall.
Sandwich—North arm.
Sepoy—Kowloon wharf.
Seraph—Kowloon wharf.
Serapis—Kowloon wharf.
Sterling—Kowloon wharf.
Stormcloud—No. 13 buoy.
Submarines—West wall.
Tamar—Basin.

Foreign Men-of-War.
Argus—French gunboat.
Hai Wei—Chinese gunboat.
Helena—American gunboat.

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Yokohama	Leave Oct. 9
Kobe	" Oct. 13
Miyajima	" Oct. 14
Chinwangtao	" Oct. 21
Shanghai	" Oct. 25
Hong Kong	" Oct. 29
Manila	" Oct. 31
Bangkok	" Nov. 4

thence to Singapore, Batavia, Macassar, Sydney, Auckland, Suva, Pago Pago, arriving Honolulu December 11th, San Francisco December 16th.

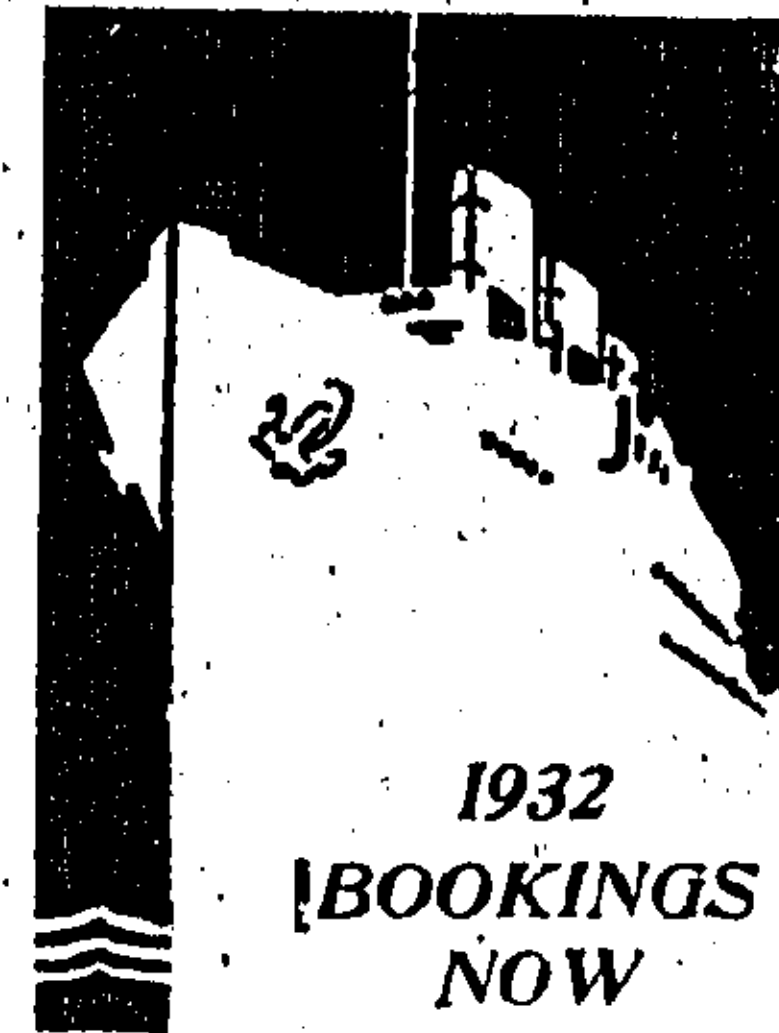
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	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Empress of Russia

Sails for

MANILA

THURSDAY, 15th October.

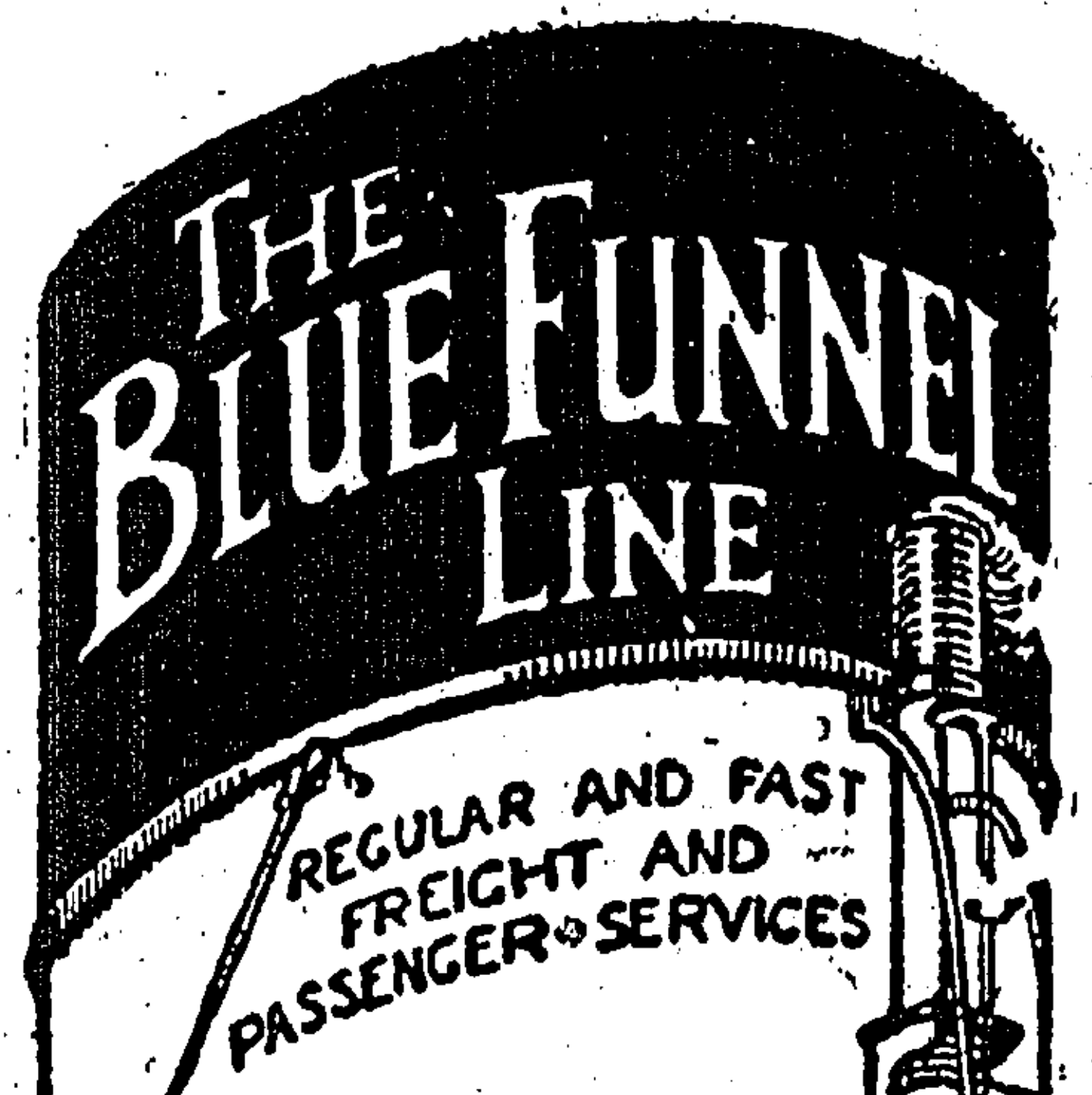
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LIVERPOOL SERVICE.

"ASPHALION" 12th Oct. For Port Said, Havre, L'pool & G'row.
"TROILOU" 3rd Nov. For Port Said, Liverpool and Havre.

NEW YORK SERVICE.

"GLAUCUS" 5th Nov. For Boston, New York, & Baltimore via Philippines and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TYNDAROS" 17th Oct. For Victoria, Vancouver & Seattle.
"PROTESTANTUS" 19th Nov. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"ACHILLES" Due 11th Oct. For Shanghai, Kobe and Yokohama.
"NELEUS" Due 13th Oct. From New York.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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All bookings are subject to the provisions of the Company's Bill of Lading.

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FIRST CLASS FARE TO SYDNEY, 7/6 RETURN.

LONDON (via Australia) from £136.15.0.

(Australian Newspapers on file)

STEAMER	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong
CHANGTE	Oct. 9	Oct. 20	Oct. 28	Nov. 5
TAIPING	Nov. 2	Nov. 11	Nov. 20	Nov. 28
CHANGTE	Dec. 1	Dec. 10	Dec. 18	Dec. 26

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*MIRZAPUR MANTUA	6,700 11,000	8th Oct. 10th Oct.	Straits, Colombo & Bombay. Marseilles & London.
*KASHMIR *BURDWAN	9,000 6,500	24th Oct. 31st Oct.	Marseilles, L'An, R'dam & A'werp. Rotterdam, Antwerp & Hull.
NALDERA *KASHGAR.	16,000 9,000	7th Nov. 21st Nov.	Bombay, Marseilles & London. Marseilles, London, Rotterdam, Ant- werp & Hull.
KAJPUTANA CORFU	17,000 15,000	5th Dec. 19th Dec.	Marseilles & London. Marseilles & London.
*ISOMALI	6,800	25th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	10th Oct.	Singapore, Penang & Calcutta.
SANTHA	8,000	25th Oct.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Nov.	Singapore, Penang & Calcutta.
TAKADA	7,000	25th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	31st Oct.	Manila, Rabaul, Brisbane, Sydney
TANDA	7,000	2nd Dec.	& Melbourne.
NANKIN	7,000	2nd Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SANTHA	8,000	9th Oct.	Amoy, S'hai, Moji, Osaka & Kobe.
NALDERA	16,000	9th Oct.	Shanghai, Kobe & Yokohama.
*ALIPORE	5,800	12th Oct.	Shanghai, Moji & Kobe.
KASHGAR	9,000	16th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	23rd Oct.	Shanghai, Kobe & Yokohama.
*KHIVA	9,000	1st Nov.	Shanghai, Moji & Kobe.
TANDA	7,000	8th Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
TAKADA	7,000	8th Nov.	Amoy, Moji, Kobe & Osaka.
*SONALI	6,800	14th Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka.
CORFU	15,000	20th Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	4th Dec.	Shanghai, Kobe & Yokohama.
*PERIM	7,600	6th Dec.	Shanghai & Yokohama.
NANKIN	7,600	7th Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
SANTHA	8,000	18th Dec.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Passes measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

DOLLAR ENTERPRISE

(Continued from Page 9.)

The main generators are of the 2 pole type, somewhat similar to generators for central station use, except that they are of different proportions. This is necessary in order to provide machines which will have their first critical speed above the maximum operating speed. These machines have closed ventilating systems with air coolers mounted beneath the generators and supplied with cooling water from the main condenser circulating pumps. This arrangement of the ventilating system serves to reduce to a minimum the noise which would otherwise be caused in connection with a high speed unit. It also makes unnecessary the construction of long air ducts from the machine to the deck.

The main control equipment is arranged in two unit groups, each self-contained and supported in angle iron framework. One unit contains all of the high voltage control devices including the main motor reversing switches, change-over and tie switches for making connections for operating both main motors from either main generator and motor field switches and other low voltage apparatus. The high voltage section cannot be entered except through a door placed between the two groups and arranged so that it cannot be opened without interrupting the excitation circuit to the main generators. This makes it impossible for an operator to enter this compartment with the high voltage circuits energized.

The low voltage unit, located immediately forward of the high voltage compartment, carries the main generator and motor field switches and all of the low voltage auxiliary control devices incident to the propulsion equipment. Directly in front of the low voltage unit is placed the instrument panel. This panel carries all of the necessary electrical instruments for the complete propelling plant as well as steam and vacuum gauges for the turbines. At the centre of this panel an operating desk is provided with the necessary control levers for complete operation of the control units including the levers which control the speed of the turbines.

Auxiliary Generator Sets.

For supplying power for excitation of the main generator and motor fields as well as for all ship auxiliaries there are 4-500 k.w., 240/120 volt auxiliary turbine generator sets. The turbines for these sets operate at 6,000 rpm. driving the generators through gears at 1,200 rpm. The generators are of the 3-wire type so as to provide a voltage of 120, when operating on the excitation bus, for the main generator fields and 240 volts for generator excitation during maneuvering. These auxiliary sets are of the new high efficiency type.

There are two balancer sets which are used to supply 115 volt power for lights and other ship circuits from the 240 volt auxiliary power

bus. Each balancer set has a capacity of 300 amperes unbalanced.

Electric Auxiliaries.

Although the propelling machinery for a large passenger vessel like the President Coolidge is considered as the most important part of the entire mechanical equipment, consideration must be given to the large number of auxiliaries upon which the propulsion machinery is dependent for continued operation and the very appreciable amount of auxiliaries necessary to the comfort and service of the passengers and crew. How completely the electrification has been utilised on this ship for such services may be judged by the reference to the number of motors, fans and stator heaters which have been installed.

A vessel of this type carries considerable cargo and must be fitted with efficient means for handling it. The President Coolidge carries 24 motor driven cargo winches. These winches are operated by marine water-proof motors. In addition to the cargo winches there are two large boat winches and six smaller life boat winches. An interesting part of the cargo handling equipment is that for moving automobiles. There are 2-15 h.p. automobile capstans used for storing the machines in the garage aboard this ship.

It is not generally realised that such a vessel required a very large amount of ventilating equipment. There are 39 motor driven blowers most of which are located on the top deck and utilising water-proof motors for hull ventilation.

The President Coolidge has an unusually large refrigerated cargo space. This requires a large refrigerating plant utilising 4-100 h.p. motor driven CO2 compressors in addition to six smaller condenser and brine circulating pumps.

Steering Gear.

The steering gear, which is probably the auxiliary which is most vital to the operation of the vessel and its safety is driven by either of two 75 hp. marine drip-proof, self-ventilated motors. This general type of motor is used for driving practically all of the underdeck auxiliaries.

The total number of motors used for auxiliaries is 126 with a total capacity of over 2,900 hp. which is more than 10 per cent. of the power of the propulsion plant. These motors vary in size from 1/5 h.p. to 115 h.p. and are used chiefly on pumps for ice water circulation, ballast, main condensate and auxiliary condensate service, fuel oil service, fire and sanitary purposes, main circulating and sewage disposal.

The Westinghouse Company developed a special stateroom heater designed to suit all of the special marine requirements, such as method of mounting, type of enclosure, switch arrangement and various features to provide safety from fire hazard and at the same time present an artistic appearance. There are 292 of these heaters on the President Coolidge.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship, "BENVORLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 22nd instant or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 2nd October, 1931.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship

"BENWYVIS"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 28th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD.
Agents.
Hong Kong, 7th October, 1931.

In a vessel operating in tropical service, it is just as important for the comfort of the passengers to have suitable individual stateroom ventilation as to be provided with the proper heating equipment. Accordingly, the President Coolidge has 365 Westinghouse marine type fans finished in such a way as to harmonise with the stateroom design.

Westinghouse also supplied the air ejectors, motors for cargo cooling fans and the 292 stateroom heaters for the President Hoover, already in service.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG. HONG KONG OFFICE 28020. KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyd's

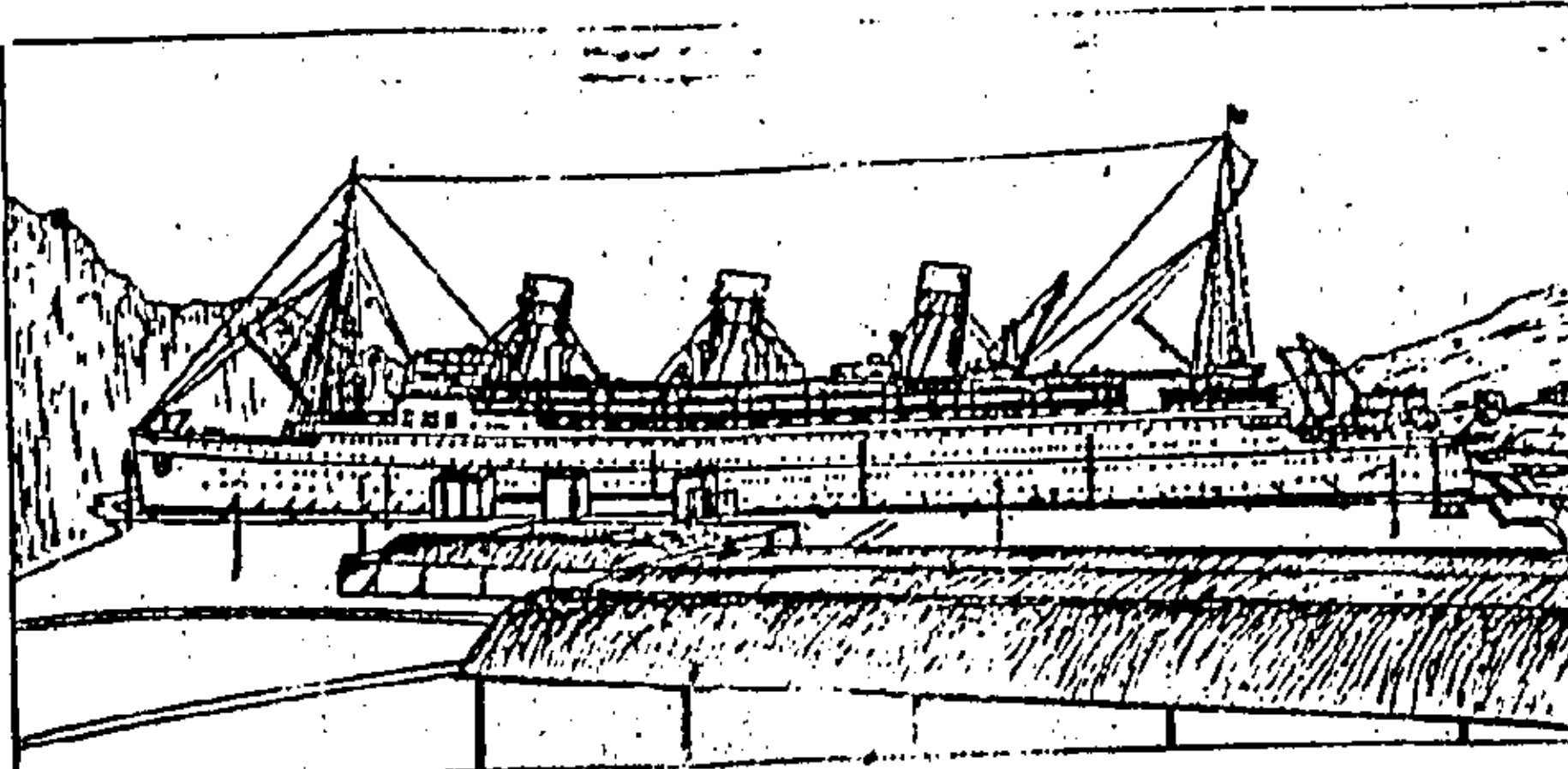
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Cast

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"K."

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"V."

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T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions: 565' O.A. x 85'6" x 48'6" Mid. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 20'6" over all. H.W. O.S.T. Salvage Tug "Henry Keswick," 2,000 L.H.P. Wireless Call Signal V.P.R.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union. Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



PEACOCK ALLEY

Is one of the features of

the new President Hoover and President Coolidge,—a

miniature Fifth Avenue of little shops carrying the smartest

styles in shipboard wear and accessories. Other unique

innovations on these new liners to sail between the

Orient and New York via California are the Deauville

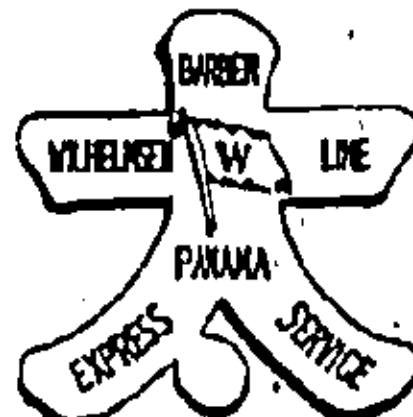
Pool, the Stock Exchange, American Soda Fountain, the

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Elevators, Gymnasium, Private Dining Rooms

DOLLAR STEAMSHIP LINES

Fortnightly Sailings to New York



BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI YIN"

on OCTOBER 18th.

for

SHANGHAI, KOBE, YOKOHAMA,
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NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BRITISH WUCHOW LINE

SAILING DATES FOR OCT., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING THURS.	8th	SAT. 10th	SUN. 11th	MON. 12th
TAI MING SAT.	10th	MON. 12th	TUES. 13th	WED. 14th
TAI HING WED.	14th	FRI. 16th	SAT. 17th	SUN. 18th
TAI MING FRI.	16th	SUN. 18th	MON. 19th	TUES. 20th
TAI HING TUES.	20th	THURS. 22nd	FRI. 23rd	SAT. 24th
TAI MING THURS.	22nd	SAT. 24th	SUN. 25th	MON. 26th
TAI HING MON.	26th	WED. 28th	THURS. 29th	FRI. 30th
TAI MING WED.	28th	FRI. 30th	SAT. 31st	SUN. 1st

Ports of Call—Samah, Shuikang, Takung & Doshing.

Fares Return (not including meals) \$20.00.

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to:—

29, Connaught Road, West, Phone 20893.

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Co., Ltd.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57069.

Estimates furnished on application.

Hong Kong, April 1, 1924.

THE
CARAVAN
FETTE PEKING RUGS—FINE LINENS
LINGERIE (New Designs)
NEW CONSIGNMENT OF
COSTUME JEWELLERY

7, CHATER ROAD,
(St. George's Building)
HONG KONG.

ARCADE,
PENINSULA HOTEL,
KOWLOON.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, OCTOBER 8, 1931.

DENTALINE
(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS
Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY
Asiatic Building. Tel. 20345. Queen's Road

CENTRAL
SEE THEATRE HEAR

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

The First All-Talking, Singing, Dancing
"Sound On Film," Chinese Picture

"ROMANCE OF THE OPERA"



Featuring **NURMEI YOUNG**
(The Foremost Screen Favourite of China).
with **VIOLET WONG**
(or Tze Lo-lan, the Famous Cantonese Dancing Star).
PHU KHUAN ENG
(Dancing Queen of Shanghai).
And an all-star cast including the best players of China.

COMING ATTRACTION!

FRAMED! By the innocent act of the man she loves... what can save her from the fate the law decrees?



A big new, exciting drama of the times... the husband secrets of a little-known side of big-city life laid bare! Revolving around this thrilling story of a love that surpasses all love!

With
PAUL LUKAS
KAY FRANCIS

"THE VICE SQUAD"
A Paramount Picture

THE AMERICAN PROPOSITION.

Relief of World's Economic Crisis.

Washington, Yesterday.
A new credit organisation broadening the facilities of the Federal Farm Board and liberalisation of the re-discount provisions of the Federal Reserve Law were among the provisions proposed by President Hoover for the relief of the world economic crisis at the conclusion of the conference at midnight.

A well-informed quarter states that the credit organisation will be known as the Emergency Credit Corporation with a capital of \$500,000,000 and it will be authorised to loan at its discretion to any financial institution.

Mr. Hoover in a statement to the conference declared that he proposed to discuss with M. Laval the question of such further arrangements as were imperative, during the period of depression, in respect of inter-Government debts.—
Reuter's American Service.

Wall Street's Contribution.

New York, Yesterday.
The most favourable reaction in Wall Street to President Hoover's proposals is reflected in the fact that members of the New York Clearing House have agreed to contribute \$150,000,000 toward capitalisation of the proposed \$500,000,000 Credit Corporation.—
Reuter.

PARLIAMENT STANDS PROLOGUED.

(Continued from Page 1.)

win's willingness to stand by his side without disputing pride of place is an example to every one, and I call upon all whom I can influence to take the same course and make common cause against a common danger." — British Wireless Service.

Curious and Confusing Election.
London, Yesterday.
The coming election will be perhaps the most curious and confusing ever fought in Britain.

The fact that there will be no national "coupon" will cause difficulty in constituencies, and in many cases where there is no Labour candidate, Conservative and Liberal candidates both claiming to support the Government may stand against each other, but every effort will be made to secure a straight fight with the Government candidate when a Labour candidate is standing.

Certainly where the sitting Liberal is Protectionist, the Conservatives will not oppose him.—
Reuter.

SLAUGHTER OF PIGS.

Referring to the report, which appeared in yesterday's issue of the China Mail, concerning a senseless outrage on a certain sty of pigs, believed to have been Japanese, enquiries since made by the Police reveal the fact that one pig was actually killed, and fifteen others slashed on the back. These latter had to be sent to the Ma Tau Kok slaughter house to be killed.

A FORTUNE-TELLER IN EVERY TEASHOP.

Teacup Craze Sweeps the World.

AMUSES MELBOURNE.

London, Aug. 20.
There is a new way in which women make friends when introduced.

"My dear, you must come and share my life!"

"I should love to. What about Wednesday at four o'clock?"

That, at any rate, is what is happening in Melbourne.

Nearly every teashop there employs a staff of expert teacup readers to tell the fortunes of customers.

You asked the waitress for China tea, pastries — and a medium, please!

The craze for teacup reading, or the art of fortune-telling from tea-leaves, has taken Melbourne by storm.

It has spread all over Australia, and is now sweeping the North American continent.

Women flock to the cafes for a cup of tea and a neat description of the dark man who is almost certain to be lurking in the dregs. The teacup fortune-tellers have doubled the business of nearly every tea house in Melbourne.

Hollywood Began It.

The craze is said to have started in Hollywood. Many teacup-readers have come all the way from the States to supply the demand in Australian towns.

Melbourne women are having their fortunes told two or three days a week — every time they visit a cafe, in fact. An Englishwoman just home again explained it like this:—

"Teacup reading is the really main amusement in Melbourne. Though business is bad on the whole, the teacup craze has tickled the fancy of every Australian woman."

"Day after day the cafes are full. The idea may come to England before long."

BELIEVED INSANE.

Missing Chinese Found.

Po Tai-sang, aged 50 years, a resident at the Ming Lee Boarding house, 147, Connaught Road Central, who was reported missing on October 5, was found yesterday wandering aimlessly on the fifth floor of the Hong Kong Hotel Building.

The man is believed to be insane, and has been taken to the Government Civil Hospital for observation.

FRENCH UNEMPLOYED REGISTER BUT 35,828.

Paris, Aug. 21.

Only 35,828 men and women in all France are officially registered as unemployed and receiving government aid. The total is 310 higher than on August 18. Last year at this time only 834 persons were registered.

GERMANY'S DILEMMA.

A Dictatorship on Socialism?

Berlin, Yesterday.
The German Cabinet has resigned.

If Dr. Brüning succeeds in forming a Cabinet that will command a bare majority in the Reichstag, Germany will continue to be ruled by emergency decrees, which actually means that the country will be under a dictatorship able to crush all opposition; but if he falls, Germany may in desperation be compelled to try to get out of her present calamitous dilemma by putting her fate in the hands of Hitler and Hugenberg.—
Reuter.

SEQUEL TO DEMAND FOR HOLIDAY PAY.

(Central Police Court).
A telephone message was received last night at Wanchai, to the effect that a fight was in progress at the new Jockey Club Stables, Wongneichung. Sergeant Alexander, of the Emergency Units at Wanchai, proceeded there at once only to find the disturbance had quietened down. It appears some twenty Chinese workmen approached their sub-contractor, a Shanghai man, for "extra pay" for work to be done to-day which was Confucius' Birthday, and a holiday.

Their request was refused, the Shanghai man stating that he had not received more money from the head contractor, Hang Sang. Believing the workmen might assault him as a result of his refusal he armed himself with an iron bar, which Sergt. Alexander found later tucked away in his right trouser leg.

As a result the sub-contractor was charged before Mr. Schofield this morning, with unlawful possession of an iron bar, fit for an unlawful purpose. He pleaded provocation.

In cautioning defendant, his Worship warned him that, in future, if he was afraid of assault by others the proper course to take would be to summon the offenders to Court, where they would be bound over.

The sub-contractor was bound over in a personal bond of \$50 to keep the peace for six months.

WORLD'S "LIGHTEST" CAKE

Declared to be the "lightest" of its kind, in spite of its weight of three tons, what was said to be the world's largest cake, standing six feet high, was cut here as a feature of the annual Orleans County Fair.

The cake, which for the first time replaced the so-called world's largest pie, baked here yearly, was the masterpiece of Herman Thornschildt, Rochester baker. Special machinery and oven were necessary to place the three layers in position and bake the cake. The layers were eight feet in diameter.

The gigantic morsel contained 600 dozen eggs, 100 pounds of baking powder, 1,600 pounds of flour, 1,140 pounds of granulated sugar, 1,000 pounds of apple filling, 900 pounds of shortening, a gallon of vanilla extract, and 500 pounds of confectionery sugar for icing.

Genuine



ASPIRIN

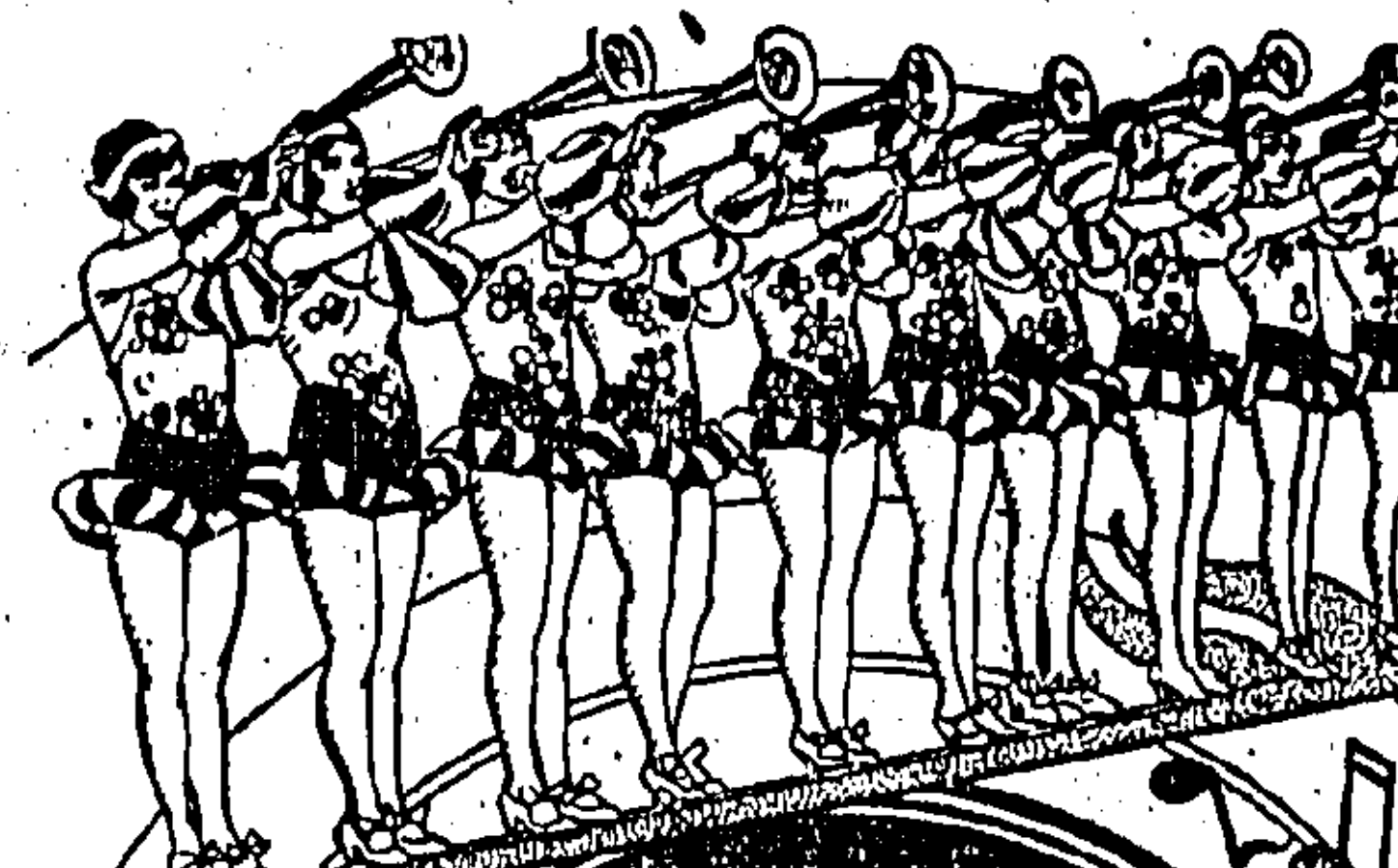
SAY "BAYER ASPIRIN" and INSIST!
"BAYER'S ASPIRIN First in the World."

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Wilson Business Manager, at 24 Wyndham Street, Hong Kong

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

Direct from its \$2.50 run in New York



ON WITH THE SHOW

IN TECHNICOLOR
A riotous extravaganza of color!
With BETTY COMPTON, ARTHUR LAKE, SALLY O'NEIL, JOE E. BROWN, LOUISE FAZENDA, ETHEL WATERS, Chorus of 100 dazzling beauties!

NEXT CHANGE
JOHN M. SCHUCK presents
DOUGLAS FAIRBANKS

Dynamo!
A 1931

The fastest moving comedy-drama ever made with the world's breeziest personality as a Wall Street wind "shooting the works" in twentieth century style. Mercuric Doug in modern dress sizzles through a three-mile-a-minute tornado of action, fun, high jinks and romance.



"REACHING FOR THE MOON"
BREE DANIELS

Wow! They couldn't stop this gay devil-may-care king of finance. That is not until a certain girl came along and disrupted all his plans, showed him that he was not immune from women, and made him leave his million dollar holdings dangling at loose ends while she led him on a wild chase across the Big Pond.

A High Speed Romance of To-day!